

## COMPLETE TEXT OF SEATTLE CITIZEN PETITION NO. 2

The legal voters within the boundaries of the City of Seattle submit this citizen petition concerning the development of a city monorail system. As provided in Seattle Citizen Petition No. 2, this proposition would create a citywide transportation authority to plan, construct, operate and maintain public monorail transportation facilities. The authority would have all powers set forth in chapter 35.95A RCW, including taxation authority; would be initially governed by an eight-member interim board; and would receive initial funding for planning, design, engineering and environmental review through imposition of a \$5.00 fee on vehicles subject to relicensing tab fees registered within the city. A twenty-two member advisory council would also be established. A PROPOSITION relating to the creation of a city transportation authority that pursuant to Chapter 35.95A RCW will exercise all its powers specified in RCW 35.95A.050 and such other powers as provided by law, including to plan, construct, operate and maintain Public Monorail Transportation Facilities and to undertake and provide all of the public monorail transportation function authorized by the Enabling Legislation; and consistent with RCW 35.95A.090, authorizing the imposition of a \$5.00 fee for each vehicle that is subject to relicensing tab fees under RCW 46.17.350(1) (a), (c), (d), (e), (g), (h), (j), or (n) through (q) and for each vehicle that is subject to RCW 46.17.355 with a scale weight of six thousand pounds or less, and that is determined by the department of licensing to be registered within the boundaries of the authority area, for the privilege of using a motor vehicle, in order to provide initial funding for the authority to plan, design, engineer, and to submit for a complete environmental review, a monorail system; establishing an interim eight member board and then a permanent thirteen member board to govern the authority; and establishing a twenty-one member advisory council to advise the authority board and to support the goals of the authority, following approval by the voters of the creation of the city transportation authority.

**WHEREAS**, the establishment of a city of transportation authority is consistent with the City's Transportation Strategic Plan, Bicycle Master Plan, Pedestrian Master Plan, Freight Mobility Action Plan and Transit Master Plan, that all outline key strategies, objectives and investments for improving transportation safety, mobility, modal connectivity, and access through providing effective transportation choices; and

**WHEREAS**, in 1997 voters in The City of Seattle (the "City") passed Initiative 41 that established the Elevated Transportation Company ("ETC"), which studied and made recommendations for the construction of a significantly expanded monorail mass transit system in the City; and

**WHEREAS**, in 2000 Seattle voters passed Initiative 53, which provided City funding for the ETC and its planning process, resulting in the ETC preparing a proposal for submittal to the voters, to establish a city transportation authority with the power to raise public funds to plan, finance, build, acquire, complete, operate, charge for, and maintain an expanded monorail system; and

**WHEREAS**, in 2002 the Washington State Legislature enacted an enabling statute, 2002 Washington Laws Ch. 248 (the "Enabling Legislation"), which provides legislative authority for the creation of a "city transportation authority," a municipal corporation that has the power to plan, construct, and operate a monorail transportation system, and which thus creates a mechanism for the implementation of the goals and objectives of Initiative 53; and

**WHEREAS**, also in 2002 Seattle voters approved the new Seattle Popular Monorail Authority, calling for a 1.4 % motor vehicle excise tax to raise \$1.75 billion to build and operate the proposed Green Line; and

**WHEREAS**, a new city transportation authority shall be a beneficiary of those previous efforts that substantially planned a citywide monorail system; and

**WHEREAS**, this Proposition provides a means and framework for building upon the previous efforts undertaken to establish a comprehensive, efficient, and an environmentally and economically sustainable monorail system in Seattle; and

**WHEREAS**, the City of Seattle already owns or controls the design and engineering for a monorail system upon which the future Century Transportation Monorail can be based; and

**WHEREAS**, city of Seattle residents and stakeholders have a half a century experience with monorail technology via the Seattle Monorail which transports 2 million passengers per year, a monorail system that is financially self-sustaining through fares, is grade separated and causes no at-grade congestion, unlike other rail systems in existence or being planned for Seattle, such as streetcar; and

**WHEREAS**, a new city transportation authority will use its best efforts to engage in comprehensive transportation planning conventions in order to ensure that the Century Transportation monorail system is credibly and efficiently integrated with other transportation modes such as walking, biking riding, and other transportation systems, and is credibly and efficiently integrated with the transportation systems operated by the City of Seattle, Sound Transit, King County METRO, the State of Washington, Amtrak, and other such transportation authorities - both now or convened in the future; and

**WHEREAS**, a new city transportation authority would be authorized pursuant to the Enabling Legislation to utilize planning and funding mechanisms for a new high capacity, citywide monorail system in order to prepare, adopt, and implement a plan for building such a system, and to establish such a plan through design, engineering, environmental review, and through undertaking all other necessary research, and development agreements to sustain the establishment of a citywide monorail system; and

**WHEREAS**, a new city transportation authority should be wholly accountable to the people of the city of Seattle and meaningfully accessible to them; and

**WHEREAS**, this Proposition is distinguished from the earlier efforts to establish a monorail system in Seattle, in that the process and planning for it will be more inclusive, that the designing and siting of the system will take advantage of major engineering and technological advancements in monorail system design and engineering, take advantage of the major advancements in the construction of monorail systems worldwide, and take advantage of the substantive advances in the engineering and production of monorail networks, propulsion, and cars, all of which have occurred internationally and since the 2005 dissolution of the Seattle Popular Monorail Authority; and

**WHEREAS**, a financial plan for Phase I and additional phases of the monorail system and facilities will be developed by the new city transportation authority, updated annually, and implemented that is fiscally realistic and sustainable, and that financial plan shall include sources of funding and finance that shall be maximized, including but not limited to public-private partnerships or concessions, federal participation (grant or finance mechanisms), state contribution(s), local improvement district(s), fare box revenues; and possibly local finance options authorized by the Enabling Legislation; and

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

**Section I Definitions.** As used in this Proposition, the following words and phrases shall have the meanings set forth below:

- 1) "Authority" means the Century Transportation Authority.
- 2) "Authority Area" means the area coextensive with the City's boundaries, including as they may be changed in the future.
- 3) "Authority Board" or "Board" are used interchangeably and means the Century Transportation Authority Board of Directors, its interim or first and permanent board of directors; the first and permanent board shall be comprised of thirteen members and is established pursuant to the Enabling Legislation and Section V herein.
- 4) "Century Transportation Authority" or "CenTran" means the city transportation authority created by the voters pursuant to this Proposition and the Enabling Legislation.
- 5) "Century Transportation Monorail Plan" or "CTMP" are used interchangeably and means the plan that will be created and adopted by the Century Transportation Authority pursuant to Section 5.
- 6) "City" means The City of Seattle, Washington, a first class city duly organized and existing under the laws of the State of Washington.
- 7) "City Council" means the Seattle City Council, as duly and regularly constituted from time to time.
- 8) "Council" and "Advisory Council" are used interchangeably and means the Advisory Council comprised of twenty-one members and established pursuant to Section VI herein.

**WHEREAS**, as a result of the passage of this Proposition a monorail transportation plan will be completed for the first phases of planning, engineering and environmental review that will establish the basis for proceeding to construct a Phase 1 of the monorail system; that is anticipated to run between the Northwest sector of Seattle, from 85<sup>th</sup> Street NW, south along the 15<sup>th</sup> Avenue West or 24<sup>th</sup> Avenue West corridors, crossing the Salmon Bay Canal near or adjacent to the Ballard Bridge, proceed through the Interbay/Elliott Avenue West corridors, to the Seattle Center, then to the Pike Place Market, the Seattle Aquarium and the Colman Dock Ferry Terminal; have system association with a cable based collector distributor system that circulates around the Downtown areas east and adjacent to central waterfront areas; and then returns to its most northern terminus established for the Phase I monorail system; and

**WHEREAS**, as a result of the passage of this Proposition planning, engineering and preliminary environmental review that will establish the basis for proceeding to fund and construct Phase 2 of the monorail system will be started; the alignment for Phase 2 which is anticipated to extend the Phase 1 portion of the system south from Colman Dock to the 1<sup>st</sup> Avenue transportation corridor, that would include critical connections to Sound Transit, Metro, International District Streetcar or Amtrak stations or systems, with connections to the stadium district, SODO, then proceeding west/southwest to West Seattle to West Seattle Junction, Morgan Street Junction, High Point, and Westwood Village areas; and returning to connect with the northbound guideway of Phase 1; and

**WHEREAS**, upon final approval by the voters to construct Phase I, the residents and stakeholders of Seattle will be able to utilize and enjoy the results of their efforts past and of the future, and will be able to do so much more sooner than would be possible if some other process or technology for mass transportation for Seattle were chosen, such as that for an at-grade light rail or streetcar in Seattle or for a light rail system in a tunnel, and much more economically than if an at-grade streetcar or at-grade or elevated light rail system for the proposed alignment in Seattle were selected; and

**WHEREAS**, a city-wide monorail system will contribute collaterally towards improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, assist in meeting the goals of motor vehicle trip reduction, goals of bicycle, pedestrian, freight, rail, and transit constituencies, the addition of monorail will positively contribute to people's ability to have greater flexibility and choices to meet their mobility needs; and

**WHEREAS**, a citywide monorail system will truly place Seattle in the upper ranks of international cities that are visionary, humanitarily oriented, environmentally conscious, and bold in terms of the manner in which they provide mobility for their citizens - via a comprehensive high capacity transportation system that is efficient, functional, user friendly, economically friendly, environmentally friendly, technologically and aesthetically progressive and innovative; and

**WHEREAS**, the passage of this Proposition will result in the creation of a substantial number of local, living wage jobs as a result of the monorail system's construction and particularly as a result of the construction of the bridges and guideways and their appurtenances being manufactured locally, and as a consequence of the monorail cars and their carriages being engineered and manufactured locally, and as a consequence of the system's operation, maintenance, and administration; and

**WHEREAS**, the passage of this Proposition means that Phase I of the public monorail transportation system and facilities will likely begin providing high capacity transportation services to the people of Seattle on or before June 1, 2019; and

**WHEREAS**, the Enabling Legislation provides that the voters of the city may decide whether to establish a city transportation authority and the mechanisms for funding it and for it to carry out some or all of the purposes authorized by law thereunder; and

**WHEREAS**, Chapter 35.95A RCW provides for the establishment of a city transportation authority by petition of the people, and authorizes it to levy and impose various taxes and fees to generate revenues to support transportation improvements within the district that are consistent with state, regional or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels or other conditions; and

**WHEREAS**, it is in the best interests of the city of Seattle, in its citizens and multiple stakeholders that the voters decide to establish a city transportation authority and thereby pursue the creation of a comprehensively planned, high capacity monorail system that interacts with other established or proposed transportation systems, both traditional and emerging, that has a finance plan that is financially viable and sustainable, that has a strong environmentally conscious component integrated into it, and that will provide the citizens and stakeholders with decades of reliable, timely, and sustainable transportation services;

- 9) "Effective Date" means the date those portions of this Proposition providing for the submission of a ballot proposition to the voters shall take effect pursuant to Section II.
- 10) "Enabling Legislation" means the 2002 Washington Laws Ch. 248/RCW 35.95A *City Transportation Authority - Monorail Transportation*, and as it may be amended or superseded.
- 11) "High Capacity" or "High Capacity Transportation System" are used interchangeably and means a system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems such as streetcars or buses operating principally in general purpose city roadways or streets.
- 12) "Interim Board" means the Century Transportation Authority's first governing body, comprised of eight members and established under Section V and pursuant to the Enabling Legislation.
- 13) "Petition" means the petition calling for the submission of this Proposition for approval by a majority of the qualified electors residing within the Proposed Authority Area and voting on the Proposition.
- 14) "Petitioners" means the legal voters of the City who pursuant to the Enabling Legislation signed the Petition calling for submission of this Proposition for

approval by a majority of the qualified electors residing within the proposed Authority Area and voting on the Proposition.

- 15) "Proposition" means this petition and the subsequent proposition pursuant to it that is placed on the ballot for the voters' to vote on.
- 16) "Public Monorail Transportation Facilities" means a transportation system that utilizes train cars running on a guideway that is principally grade separated, together with the necessary passenger stations, terminals, parking facilities, related facilities or other properties, facilities or transportation systems necessary to implement such a system, and appropriate for passenger and vehicular access to and from other people-moving systems; it does not include fixed guideway light rail systems (which fixed guideway light rail systems include tram and trolley systems such as the streetcar system which operates in the South Lake Union area and other areas of the City).
- 17) "Public Monorail Transportation Function" means the transportation of passengers and their incidental baggage by means of Public Monorail Transportation Facilities as authorized by the Enabling Legislation.
- 18) "RCW" means the Revised Code of Washington, the compilation of all permanent laws of the State of Washington.
- 19) "State" means the State of Washington.
- 20) "System" means the monorail transportation facilities and all related components and appurtenances thereto that are authorized by the Enabling Legislation.
- 21) "Term" means a period of one or more calendar years, that is, years that run from January 1st through December 31st.
- 22) "Voter Approval Date" means the date that the appropriate elections officer of King County certifies that the voters have approved this Proposition.

## Section II Findings; Establishment of City Transportation Authority.

Increasing congestion on Seattle's primary network of roadways, from both increased motor vehicle use and because of the transportation plans and planning policies of city government, the increasing density and growth that is concentrating more and more people within the boundaries of the city of Seattle, have in whole or in part created a need to identify and implement a high capacity transportation system to serve the public's interests. That system must be environmentally friendly and sustainable, economically viable and sustainable, and it must be reasonably designed in order that it may be funded, constructed, then sustainably operated and maintained within six to seven years of the approval of this proposition. A city transportation authority authorized by the Enabling Legislation will accomplish these goals.

Therefore, it is in the best interests of the residents of and stakeholders in Seattle to submit to the Seattle voters a proposition whereby the voters can establish a city transportation authority under the Enabling Legislation, and pursuant also to the Enabling Legislation, this Proposition is hereby proposed and submitted for approval by a majority of the qualified electors residing within the proposed Authority Area, the area coextensive with the City's boundaries including as they may be changed in the future, and voting on the Proposition, to create a city transportation authority, to be named the "Century Transportation Authority," to plan, build, operate and maintain public monorail system and transportation facilities and related facilities and systems thereto as authorized by the Enabling Legislation, and to undertake all of the public monorail transportation function authorized within the Authority Area as specified herein.

## Section III City Transportation Authority -- Purpose.

The purpose of the city transportation authority established by this proposition pursuant to Chapter 35.95A is to exercise all its powers specified in RCW 35.95A.050 and such other powers as provided by law, including to plan, construct, operate and maintain Public Monorail Transportation Facilities and to undertake and provide all of the public monorail transportation function authorized by the Enabling Legislation.

## Section IV Power and Authority of the Century Transportation Authority - City of Seattle Hold Harmless Provisions.

- (1) The Century Transportation Authority shall have all the powers granted to city transportation authorities under the Enabling Legislation and other applicable law. The entire Public Monorail Transportation Function shall be exercised by the Century Transportation Authority and is set out first in the terms of this Proposition and which will be later merged with a subsequent Century Transportation Authority Monorail Plan established after the Voter Approval Date.
- (2) The Century Transportation Authority is recognized under the Enabling Legislation as a governmental entity separate and distinct from all other government entities established under Title 35 of the Revised Code of Washington and as such is an autonomous entity that has a right to exist free from any undue influence or other possible interference in its operations and business by any other government entity that may wish to control, disrupt or otherwise impede the Authority's execution of its powers authorized under RCW 35.95A, the Enabling Legislation.
- (3) The Century Transportation Authority shall not incur or create any liability that pledges or permits recourse by any person to any assets, services, resources, or credit of the City, unless the City expressly consents thereto by ordinance. Any obligations issued by the Century Transportation Authority and any offering documents in connection therewith shall expressly provide that such obligations shall be obligations solely of the Century Transportation Authority, payable only from the sources provided therein, and shall not constitute indebtedness or other obligations of the City.
- (4) The City shall not act as treasurer of the Century Transportation Authority, establish budgets for the Century Transportation Authority, issue or approve Century Transportation Authority obligations, or be under any obligation to provide funds to the Century Transportation Authority except as provided by this Proposition or by ordinance; nor shall the City have any oversight right or responsibility concerning the Century Transportation Authority, except for the nomination and appointment of Authority Board members consistent with the Enabling Legislation and this Proposition.
- (5) Nothing in this Proposition, including without limitation Section 11(b), shall obligate the City of Seattle in any way to the Century Transportation Authority's creditors, including but not limited to bondholders, or give rise to any cause of action by Century Transportation Authority creditors against the City.
- (6) The Authority shall establish necessary and appropriate funds and accounts consistent with the uniform system of accounts developed pursuant to RCW 43.09.210. The Authority shall designate a treasurer and at all times ensure that its treasurer is qualified to carry out their duties of office, including the duties of a treasurer that are associated with a high profile, high budget public authority that has a special trust relationship with the public that funds it.
- (7) Pursuant to RCW 35.95A.030, the Interim Board shall adopt bylaws determining, among other things, the authority's officers and the method of their selection as set out in Section V, and bylaws for other matters the governing body deems appropriate.

## Section V Century Transportation Governance

### (1) CenTran Board - General Requirements.

The Century Transportation Authority shall be governed by a board which shall be a policy-making and oversight body that undertakes the following duties, including but not limited to formulating and establishing Authority policies, approving the Century Transportation Authority's budgets, expenditures, authorizing debt, evaluating the performance of the staff manager and other chief Century Transportation Authority employees, and undertaking any and all necessary and appropriate actions to carry out the purposes for which the Century Transportation Authority is established. Century Transportation Authority employees shall support each of the Board members as they carry out their duties, and they shall also carry out the Authority Board's policies and the day-to-day operations and transactions of the Authority.

### (2) Interim Board.

(a) An Interim Board shall govern the Century Transportation Authority no longer than 390 days. The Interim Board shall act and have all the powers granted to it pursuant to this proposition and the Enabling Legislation. The members of the CenTran's Interim Board, shall be those elected by this proposition, and an additional three (3) at-large Interim Board members to be selected by the elected Interim Board members and appointed within forty-five (45) days after the Voter Approval Day. The elected Interim Board members shall be:

1. Robert Bismuth
2. Yusef Cabdi
3. Tosh Drake
4. Al Runte
5. Jake Solomon
6. Elizabeth Campbell

The elected Interim Board members shall begin their terms immediately following the Voter Approval Date for the November, 2014 General Election, and end their terms on November 28, 2015; in any case, the interim board's term must be ended no later than the 390 day term limitation mandated by the enabling legislation.

(b) The three at-large Interim Board members shall be chosen by a simple majority voice vote of the elected Interim Board members. Candidates for the at-large board positions shall be selected from a nominee pool of individuals who are self-nominated. The nominee pool from which the candidates for the at-large Interim Board positions shall be chosen shall be created as follows: Immediately after the 2014 Voter Approval Day and for a period of fourteen (14) days thereafter, members of the public who meet the qualification criteria for board membership set out in Subsection (8)(a) and (b) of this Section shall submit to the Authority 1) a letter of interest expressing their desire to serve on the Interim Board and the reason(s) they are uniquely suited to serve on the interim board. They shall include in their letter a statement about their qualifications for board membership, including but not limited to an itemization and description of the skills, knowledge, experience, wisdom, or talents they possess, and 2) they must complete a uniform application for board membership that contains a certification clause attesting that the applicant is in compliance with Subsection (8)(a) and (b) in this Section.

The at-large Interim Board members selected and appointed by the elected Interim Board shall begin their terms on January 1, 2015 and end them on November 28, 2015; at which time the first members of the permanent CenTran Board will have been appointed pursuant to Subsection (4) of this Section, and the Interim Board shall cease to exist and be succeeded by the first Authority Board.

(c) Members of the Interim Board may be removed or replaced in the manner established under Subsections (9) and (10) of this Section, except that any replacement member shall be nominated by a majority of the remaining members of the Interim Board and appointed by the City Council, except for the at-large board positions. Any replacement of an at-large board member shall be undertaken and completed by the Interim Board.

(d) In the event that an elected Interim Board members is unable for any reason to serve on the interim board, the remaining Interim Board members (elected and/or at-large) shall promptly proceed to replace them by advertising in two or more local newspapers of wide circulation in Seattle that a vacancy exists on the Interim Board, and requesting that interested candidates for the vacant Interim Board position. Prospective candidates for the vacant position who meet the qualification criteria for board membership set out in Subsection (8)(a) and (b) of this Section, shall submit to the Authority a letter of interest expressing their desire to serve on the Interim Board and the reason(s) they are uniquely suited to serve on the interim board. They shall include in their letter a statement about their qualifications for board membership, including but not limited to an itemization and description of the skills, knowledge, experience, wisdom, or talents they possess, and they must complete a uniform application for board membership that contains a certification clause attesting that the applicant is in compliance with Subsection (8)(a) and (b) in this Section.

Once the board has determined it has a sufficient number of qualified candidates from which to choose a new board member to fill the vacant Interim Board position from, the remaining board members shall by simple majority voice vote select a replacement board member and appoint them to fill the vacant position.

The replacement interim board member shall serve the remainder of the replaced board member's term. The vacant interim board position must be filled within thirty (30) days of it becoming vacant.

### (3) Later Service of Interim Board Members.

Persons who are on the Interim Board may be nominated and appointed to serve on the first Authority Board or on any board thereafter as well, subject to the other provisions of this Proposition, including the requirement of membership in or other affiliation with the nominating entities or institutions set out in Subsection (4) of this Section.

### (4) Permanent Board of directors - Terms of First Board Members - Nomination - Appointment - Qualifications/Limitations - Removal of Board Members - Other Vacancies.

- (a) Board. The successor board to the Interim Board, the permanent Authority board, shall be a thirteen (13) member governing body that shall be convened and designated the "Century Transportation Authority Board of Directors" ("Authority Board"). It shall control and manage the business of the Authority.
- (b) Initial Terms of First CenTran Board Members. The members of the first Authority Board that have been appointed as described in the following subsections (and their replacements, if any, that are appointed to complete their initial terms as described in this section), shall serve terms that begin on or before November 28, 2015, the date that member is appointed, and end on the respective dates below for the respective board positions:
  - (i) Positions one, two, three, four, and five shall serve a term ending on December 31, 2018;
  - (ii) Positions six, seven, eight, twelve, and thirteen shall serve a term ending on December 31, 2017;
  - (iii) Positions nine, ten, and eleven shall serve a term ending on December 31, 2016.

(5) Terms of Subsequent Authority Board Members.

Following the initial terms of the members of the first Authority Board members as described in the preceding Subsection (4) herein, successive board member terms for all board positions shall be for three years

(6) Nomination Process – Selection and Appointment – Board Positions 1 through 11.

The nomination, selection, and appointment process under this subsection shall be completed at least 30 days before the beginning of the respective board member position's Term. Eleven members of the first and successive Authority Boards shall be appointed by the City Council - those appointees shall be the individuals who have been nominated for appointment in accordance with subsections (a) through (b) herein.

(a) Nominating Entities -- Allocation of Nominating Sources and Nominated Candidates for Board Positions. The first and successive board members for the Board shall be selected only from the ranks of each of the following Seattle-based organizations or institutions or the successors thereto: for Board Position 1 - one individual from the Sierra Club Cascade Chapter, for Board Positions 2 and 3 - two individuals only from the Seattle Neighborhood Coalition, for Board Position 4 - one individual from the Downtown Seattle Association, for Board Position 5 - one individual from the Seattle Chamber of Commerce, for Board Positions 6, 7, and 8 - one individual each from each of the following University of Washington departments, a tenured faculty member or professor emeritus from the University of Washington's Evans School of Public Affairs, a tenured faculty member or professor emeritus from the University of Washington's Economics Department, and a tenured faculty member or professor emeritus from the University of Washington's College of Built Environments, for Board Positions 9 and 10 - two individuals who regularly participate in the affairs of or belong to any of the City of Seattle's District Councils, and for Board Position 11 - one individual from the Manufacturing Industrial Council of Seattle.

(b) Nominee Selection Process. The nominating organizations and institutions named above, or any successors or replacements organizations or institutions thereto, shall canvass their membership, leadership, close affiliates, close associates, or faculty or departmental rosters as applies, in order to identify and nominate the person whom they believe possesses the skills, knowledge, experience, wisdom, or talents that each entity or institution believes will be most able to successfully guide and manage the business of the Century Transportation Authority.

(c) Public Input Regarding Nominations. Each entity or institution making board member nominations to the Authority Board and the City Council shall actively seek and accept meaningful public input or comment regarding its nominee search or its nominee(s) before making its nomination(s), and must present any public input or comment received to the Authority along with its nomination(s).

(d) Successor Nominator(s). In the event that any of the aforementioned entities or institutions ceases to exist or declines to participate in the Authority's board member nominating and appointment process, the Interim Board, the first Authority Board, and then subsequent authority boards shall within 30 days of the nominator's c select a replacement nominating entity or institution to fill the vacant nominating position of the defunct or declining entity or institution. The replacement nominator shall be Seattle-based, must have participated regularly in Seattle issues, causes, or other interests related to any aspect of Seattle civic life for a minimum of eight years, and have a demonstrated record of public involvement, inclusiveness, a diverse membership or associations, and be agreeable to serving as a nominating entity or institution for the Authority's board member nomination and appointment process.

(e) Transmittal of nominee selections to the City Council. Each nominating organization or institution shall prepare a certification document that establishes the name of the individual they are submitting to the City Council for it to appoint to the Authority Board. The certification must be submitted in a timely fashion to the City Council's offices at Seattle City Hall. The time and date of submittal is to be the same for all nominating organizations and institutions, and shall allow sufficient time for the City Council or its staff to process it and calendar it for the City Council's action thereon. A copy of the certifications must be delivered to the Authority Board at the same time they are delivered to the City Council.

(7) At-Large Board Members, Board Positions 12 and 13 -- Nomination – Selection and Appointment by Authority Board.

A nominee pool of at-large individuals who are self-nominated and from which appointees for Authority Board Positions 12 and 13 (or replacement board members) will be selected shall be established and maintained.

Starting on September 15th of each year and for a period of 30 days thereafter, or at any other time during a year and for as long a period of time that it is deemed necessary to maintain an open nominee recruitment process in order to ensure the efficiency and continuity of Authority operations, members of the public who meet the qualification criteria for board membership set out in Subsection (8) herein shall submit to the Authority a letter of interest expressing their desire to serve on the board for the next available term and the reason(s) they are uniquely suited to serve on the board. They shall include in the letter also a statement about their qualifications for board membership, including but not limited to an itemization and description of the skills, knowledge, experience, wisdom, talents, or presence of mind they possess, and they must complete a uniform application for board membership that contains a certification clause that attests to the applicant being in compliance with Subsection (8) in this Section.

Two individuals shall be selected from the at-large nominee pool by the permanent Authority Board. After a simple voice vote of the Board, the selected at-large members for the board shall be appointed to the Board not by the City of Seattle.

(8) Qualifications/Limitations on Board Membership – Term Limits.

(a) Each Authority Board member must be a registered voter in the Authority Area at the time of his or her appointment to the board position and throughout his or her Term on the board. If an Authority board member ceases to be a registered voter of the Authority Area at any time during his or her Term that Board member shall be deemed to be immediately removed from the Authority Board, and his or her position shall be deemed vacant and filled as provided in either Subsection (4) or (7) of this Section.

(b) No current Washington port, city, county, or State elected official, appointed officer, or employee of the same may be an Authority Board member.

(c) Term. No Authority Board member shall serve more than a total of nine consecutive years on the Board (excluding without limitation time, if any, served on the Interim Board pursuant to the passage of this proposition).

(9) Board Member Removal; Replacement During Term.

(a) Any Authority Board member may be removed from office by a majority vote of the Board members, subject to automatic reduction to five members in the event of disqualification or vacancy of any Board member:

- (i) for "malfeasance, misfeasance, or nonfeasance" (as such terms are used in RCW 43.09.330, now or as hereafter amended (or by any successor statute);
- (ii) if such member is convicted of a felony or crime of moral turpitude; or
- (iii) for "gross neglect of duties," as that term is defined in the CenTran Authority bylaws, and pursuant to any additional procedures that the bylaws specify shall govern the Board's determination of whether such gross neglect of duties has occurred.

The City Council shall have no authority to remove any member of the Authority Board

(b) Any removal of a board member shall only take place after a public process and concomitant procedures thereto are established for removal. The board member removal process must include 60 days' notice to the public that a process to remove a board member is underway, and that a public hearing related to the removal of the Authority Board shall be held. At the required hearing the public shall be informed of pertinent aspects of the matter that has prompted the Authority Board to seek the removal of one of its members, and the public shall also be able to offer written or oral testimony for or against the removal of an Authority Board member. The Authority may poll the public's response to the pending removal of the board member, and the Board may consider that when casting votes for or against the removal of a board member.

(c) Such removal shall only occur by a written simple majority vote of the Authority Board.

(d) No Board member may vote on their removal, and such automatic disqualification shall not be counted to cause the automatic reduction described in the first sentence of Subsection 6(a) of this Section.

(10) Other Board Vacancy

If a Board position becomes vacant for any other reason other than removal, because of death, incapacity, or resignation for example, the vacant Board position shall be filled within 30 days of the vacancy by an individual selected and nominated by the organization or entity from which the now absent board member was appointed from, or if it is an at-large board position, the individual shall be selected from an at-large nominee pool and the replacement board member shall serve the remainder of such former board member's Term. The at-large board nominee pool shall be formed in the manner set out in Section V (2)(b) herein.

(11) Duty of Board Members – Conflict of Interest.

(a) It shall be the duty of each Authority Board member to conduct all business on behalf of the Authority within the scope of the responsibilities and duties of the Council as provided in the Authority's Bylaws. Those bylaws shall be established within 60 days of the Voter Approval Date associated with the November, 2014 General Election, and in compliance with the CenTran Board's rules and the Authority's policies, and may from time-to-time be amended as necessary.

(b) It shall be the duty of each individual board member to avoid conflicts of interest. A "conflict of interest" exists when a board member has a personal or private relationship or interest that could reasonably be expected to diminish the member's independence of judgment in performing their Board duties. Examples include a board member's financial interest in an entity that is transacting business with the Authority, the Authority Board, with the Authority's Advisory Council, with an Advisory Council member, or with a member of the Authority's staff; or the member's solicitation or acceptance of a gift, favor, service, or other benefit that might reasonably tend to influence the board member in performing official duties, or that a board member knows or should know is being offered with that intent.

A board member who becomes aware of a conflict of interest must provide timely written notice to the Board and to the Board chair. The chair shall take appropriate steps to address any conflicts of interest of he or she is made aware of.

(12) Board Compensation and Reimbursement of Expenses.

Authority Board members, either interim or permanent, shall be paid a flat \$1,000 per month stipend for their time and service on the Authority Board. They shall also be reimbursed for documented, reasonable and typical expenditures made by a board member administering the business of an active and vibrant major transportation organization, that are all clearly linked to their participation on the Authority Board. The Authority Board shall from time to time establish by a voice vote a schedule that details what constitutes "reasonable and typical expenditures in the furtherance of Century Transportation Authority business" and it may set out if the Board determines that it is reasonable, necessary, or desirable, a maximum dollar amount that may be paid out to any board member for any one category or type of expense.

The base pay for board members shall on October 1, 2015 and each year thereafter be adjusted by the Consumer Price Index (CPI-U), U.S. city average, promulgated by the U.S. Department of Labor, Bureau of Labor Statistics, using the annual average most recently promulgated prior to the immediately preceding June 1<sup>st</sup> of that same year, for the twelve months prior to the release.

(13) Board's Annual Report and Accounting.

(a) The Authority Board shall issue an annual report on the anniversary date of the proposition's passing, detailing the effect(s) of the proposition's implementation, any positive or negative aspects of it, and narratives about forward looking matters that are or should be considered by the Authority Board in its next year's priorities, goals, and general operations; as well as include any other content deemed relevant by the Authority Board, including but not limited to the identification of any issue(s) that may be addressed under the Proposition's provisions or Enabling Legislation that may enhance or impede the effectiveness of the Proposition, and likewise develop solutions for those issues.

(b) The Authority Board shall also include in the annual report an accounting for any funds under its control or that have been received or expended by the City of Seattle as a consequence of the Authority's operations.

(c) The annual report shall set out goals and timetables for all elements of the Proposition that have been set in place as a result of its implementation, and the same for planning, constructing, operating and maintaining the Public Monorail Transportation Facilities; sustainable performance measures for those goals shall also be included in the report.

(14) Miscellaneous Provisions

(a) The Authority Board shall meet publicly at least once a month. The monthly meeting shall be held on the second Wednesday of the month at 6:30 PM at rotating City of Seattle owned or controlled venues around the city of Seattle, with no more than one of those meetings to be held at Seattle City Hall.

(b) Each Authority Board member shall have one vote. All matters voted on by board members shall be decided by simple majority rule.

(c) Subject to any applicable Authority rules or policies, if questions of parliamentary procedure and organization that are not specifically covered herein are raised in connection with the Authority's conduct of Board business meetings, then the current edition of Robert's Rules of Order or its successor publication, if any, shall control.

**Section VI Advisory Council**

(1) Council Established.

An Advisory Council consisting of twenty one (21) members shall be established and serve as an advising body to the Authority. It may assess transportation needs in the authority area and adjacent service areas, trends and the success (or limited capacity or failure) of transportation services; conduct needs surveys and prepare reports to the Board of Directors; it will also serve as a network linked to the greater Seattle and surrounding communities at-large, mobilizing a wide spectrum of members of the local community, including but not limited to local neighborhood, business, social justice, environmental, sports interests, and location specific organizations, creating opportunity for a diverse range of stakeholders to participate in the planning and advocacy for the efficient, environmentally friendly and sustainable, economically viable and sustainable



transportation services to be provided by the public monorail transportation facilities to be established pursuant to this Proposition, and to carry out the public monorail transportation function of the Authority.

**(2) Term of Advisory Council Members.**

Except for the initial council members whose terms are set out below, all advisory council members shall serve a one year term with the option to be re-appointed for up to four additional one year terms.

The Terms of council members are staggered so that only a one-third portion of the council membership terms will expire at any one time during each council term period per year.

The initial advisory council terms shall begin within approximately 60 days of the 2014 Voter Approval Date, on February 1, 2015. The terms for all advisory council positions shall be staggered. Advisory council positions one through seven shall end on January 31, 2016; advisory council positions eight through fourteen shall end on April 30, 2016; and advisory council positions fifteen through twenty-one shall end on August 31, 2016.

Thereafter, every year council positions one through seven will begin on February 1<sup>st</sup> and run for a term of one year, ending on January 31<sup>st</sup>; council positions eight through fourteen shall begin on May 1<sup>st</sup> and run for a term of one year, ending on April 30<sup>th</sup>, and council positions fifteen through twenty one shall begin on September 1<sup>st</sup> and end on August 31<sup>st</sup>.

The Authority Board is granted the power to adjust the terms of the advisory council in order to conform it if necessary with the intents of Section VI.

**(3) Qualifications/Limitations on Council Membership – Term Limits.**

(a) Eligibility. Any current Washington state port, city, county, or state elected official, appointed officer, official or employee may be an advisory council member, however at no time may there be more than a total of five council members who are an elected official, appointed officer, official or employee of a governmental or quasi-governmental entity.

(b) Term. No advisory council member shall serve more than a total of five consecutive years on the council.

(c) Application Process. Individuals seeking appointment to the Advisory Council shall submit to the Authority a letter expressing their desire to serve on the council for the next available term. They shall include their qualifications for board membership, including but not limited to skills, knowledge, experience, wisdom, or talents they possess, and they shall complete a uniform application for council membership that contains a certification clause attesting that the applicant is in compliance with Subsection (4) this Section; and they shall specify the category of council membership they desire to be appointed to.

**(4) Council Member Removal – Position Vacancy – Replacement Member.**

The Authority Board has discretion to remove any member of the Advisory Council from the council prior to the end of the council member's term of appointment consistent with the Authority's or the Authority Board's rules or procedures related to council member removal.

If any council member is unable to serve and their position becomes vacant, that vacancy shall be filled by the Authority Board in accordance with the rules it enacts for administration of Advisory Council business, and the individual appointed thereunder to fill the vacancy shall serve out the time remaining of that council position's Term.

**(5) Duty of Members and Conflict of Interest.**

It shall be the duty of each council member to conduct any efforts undertaken on behalf of the Council within the scope of the responsibilities and duties of the Council as provided in the Advisory Council Rules and in compliance with the CenTran Board's rules and the Authority's bylaws or policies. It shall be the duty of each individual member to avoid conflicts of interest.

A "conflict of interest" exists when a member has a personal or private relationship or interest that could reasonably be expected to diminish the member's independence of judgment in performing their advisory duties. Examples include a member's financial interest in an entity that is transacting business with Authority, the Authority Board, with the Advisory Council, or with a member of the staff, Board, or Council of the Authority; or the member's solicitation or acceptance of a gift, favor, service, or other benefit that might reasonably tend to influence the member in performing official duties, or that a member knows or should know is being offered with that intent.

A member who becomes aware of a conflict of interest must provide timely written notice to the Board and to the Council chair. The Board and council chair shall take appropriate steps to address any conflicts of interest of which they have been made aware of.

**(6) Advisory Council Seats Reserved for Categories of Membership – Suggested Sources of Advisory Council Members.**

(a) Five (5) at-large council positions shall be created that must not be characterized as having any affiliation with a particular profession, discipline, organization or institution. They are reserved for members of the public at-large that wish to serve and support the advancement of the Century Transportation Authority's mission, and require no professional, social, educational, or cultural affiliation qualifiers.

(b) Three (3) social and environmental justice oriented council positions shall be reserved for; individuals that must be affiliated with an environmental or social justice organization, or the individual may have a demonstrated record of advocacy related to environmental or social justice causes, movements, or organizations.

(c) Two (2) council positions shall be reserved for individuals who are tribe members from any one of the following tribes, Duwamish Tribe, Tulalip Tribes, Puyallup Tribe of Indians, the Suquamish Tribe, or Muckleshoot Indian Tribe

(d) Two (2) council positions shall be reserved for individuals associated with communications and media; print, broadcast, publishing of any kind, or web-based; they may be currently or formerly employed in a related industry or profession.

(e) Two (2) council positions shall be reserved for individuals who have a minimum of five years' experience with either public finance, corporate finance, economic forecasting, public or corporate financial analysis, or similarly related disciplines or discipline related activities.

(f) Two (2) council positions shall be reserved for individuals associated with senior citizen causes, movements, or organizations; or for individuals that demonstrate a unique experience or set of qualifications for advocacy related to senior citizens' interests, as they relate to transportation and mobility; and in no case shall the appointees be less than 60 years of age.

(g) Two (2) council positions shall be reserved for transportation or mobility advocates or individuals associated with transportation or mobility cause organizations.

(h) Two (2) council positions shall be reserved for individuals that represent neighborhood, business, or urban planning interests via an association with an entity, organization, or institution that has ties to those matters.

(i) One (1) council position shall be reserved for an individual affiliated with an organization that represents the interests of people with physical or developmental disabilities, or an individual who has a demonstrated record of advocacy related to people with physical or developmental disabilities; or who has a physical or developmental disability.

If any one or more provisions related to the membership makeup of the advisory council for any reason is held invalid, such invalidity shall not affect any other provision of Section VI; this section shall be construed and enforced as if such invalid provisions had not been contained herein, and the Authority Board shall modify or amend this section, or promulgate the necessary bylaw(s), or take whatever action(s) are necessary to achieve the goals and purposes of Section VI in a timely, reasonable and equitable manner.

**Section VII Creation and Adoption of the CenTran Monorail Plan – Plan Contents.**

(1) Pursuant to the Enabling Legislation, the Century Transportation Authority may plan, finance, build, acquire, complete, operate, charge for, and maintain the Public Monorail Transportation Facilities. To achieve those goals and to cause a monorail system to be built serving a wide area of the City of Seattle, while ensuring public and popular control by the people of Seattle over the plan and ultimately the monorail system and facilities choices and options, The Authority shall set forth a plan for a monorail system that is: principally grade-separated, 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 principally elevated, rising above congestion rather than going through it; and has a route and station layout linking neighborhoods in Northwest, Central Waterfront, the Duwamish Industrial zone, South and West Seattle areas of Seattle, and all with Downtown.

(2) 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 necessary to build, operate and maintain the system, which may be any combination of public or private financing, concessions, or any type of public-private partnership; private financing may be used, including loans, capital investment, franchise fees, rent, or other viable financing mechanism.

Any public financing plan must be set forth in the Plan and no public funds or the imposition of any fees or taxes authorized by Chapter 35.95A RCW may be committed or spent for construction related or actual construction without public approval. The public funds to implement the Plan 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 types of public financing lawfully allowed. The Plan also shall set forth a business plan of operations for the Authority for when it undertakes the construction, operation, ownership and maintenance of the system.

(3) The Century Transportation Monorail Plan (CTMP) shall be prepared by the Authority based on any and all necessary studies, surveys, polling, engineering, planning, environmental review, or research deemed appropriate by the Authority, which may include consideration of the primary need to provide a mass transit system that is high capacity, comprehensively linked with other transportation modes and systems locally and regionally, that quietly and quickly links Seattle neighborhoods and districts with Downtown and vice versa.

(4) Other considerations that shall guide the creation of the CTMP are system ridership volumes, fare and other revenue generation sources, autonomous technology, system engineering, architectural design, the integration of the monorail system with other transit or transportation modes, including any complementary monorail-like systems such as high capacity personal or group rapid transit or any other alternative transportation systems utilizing for example cable systems with cars, that may credibly interact with the primary monorail system, create or take advantage of transportation opportunities and interactions or effects between the city arterials and streets, pedestrian mobility, bicycles, bus, rail, ferries, autonomous vehicles, promote the reduction of congestion and facilitate community/neighborhood preservation or development. Public outreach and accessibility to planning and review processes, environmental impacts (including preparation of any necessary environmental assessments or environmental impact statement(s)), the feasibility of later extensions including beyond the City limits and/or crossings of any body of water, any comparison of monorail with other transit or transportation systems' effects or costs, and any other steps that should be undertaken or information acquired that are necessary to determine, and obtain public approval of the monorail system routes, for the system and its facilities design and configuration, for the construction, operation, ownership and maintenance of a monorail system that will cost effectively and efficiently serve the people, institutions, culture, and social attributes of Seattle, those in existence and those of the future – those are all to be considered and meaningfully addressed by the CTMP.

**Section VIII Funding for Authority Operations and Planning Activities.**

(a) The Century Transportation Authority consistent with RCW 35.95A.090 shall impose a \$5.00 fee for each vehicle that is subject to relicensing tab fees under RCW 46.17.350(1) (a), (c), (d), (e), (g), (h), (j), or (n) through (q) and for each vehicle that is subject to RCW 46.17.355 with a scale weight of six thousand pounds or less, and that is determined by the department of licensing to be registered within the boundaries of the authority area, for the privilege of using a motor vehicle.

The proceeds of the license fee shall be applied by the Century Transportation Authority to pay all or a portion of the cost of Phase I system planning, design, engineering, and environmental review, including without limitation all or a portion of the cost of any debt, including but not limited to principal and interest payments and financing costs, issued to pay some or all of the costs associated with readying the Authority to undertake Phase 1. The balance, if any, of the cost of Phase I system planning, design, engineering and environmental review shall be paid out of any other legally available funds.

To the extent authorized by the Enabling Legislation, the Century Transportation Authority may issue debt to pay the cost of Phase I planning, design, engineering, and environmental review, including without limitation financing costs, and may pledge the revenues from the special excise tax to secure repayment of such debt.

(b) In addition to the license fee described in this section, the Century Transportation Authority may collect rates, charges, or other fees for services relating to, advertising, establishment of local improvement districts, and seek and obtain funding from other government entities and from private entities consistent with applicable federal and State law, including without limitation through obtaining grants and other funding.

(c) IN ACCORDANCE WITH CHAPTER 35.95A RCW, ANY DECISION BY THE CENTURY TRANSPORTATION AUTHORITY BOARD TO PROCEED TO CONSTRUCT ANY PROPOSED PHASE OF THE MONORAIL SYSTEM REQUIRES THAT THE DECISION BE RATIFIED AND THE FUNDING FOR THE SAME BE SUBMITTED TO THE AUTHORITY AREA'S VOTERS PRIOR TO THE AUTHORITY UNDERTAKING ANY CONSTRUCTION.

**Section IX Public Access Fund – Additional Funding Sources**

Ten percent (10%), or more at the discretion of the Authority's boards, interim or permanent, of each year's gross operating fund of the Authority Board shall be

appropriated and deposited into a Public Access Fund and exclusively utilized to provide the public with meaningful support in the course of the public's participation in any aspect of or matter related to the Proposition's operation and effect; with the exception that no funds may be spent in opposition to the provisions of this proposition.

Funds in the Public Access Fund may be expended on such things as, including but not limited to, environmental or traffic studies, expert testimony, legal consultation, or organizational costs such as copies, meeting venue related costs, or modeling of system elements for example.

Expenditures from the Public Access Fund shall be solely based on a formal application and application process administered by the Authority. Any member of the public, an individual, a group of individuals, or a non-profit, community-based organization that is registered as such with the State of Washington or with the federal government may make an application for funding.

The request and any subsequent approval for funding shall not exceed \$5,000 for any one application approved. Each applicant may apply and be approved for funding only once per year, and for only one situation or matter per year. All expenditures must be verified and certified to by the applicant that they are without exception related to a matter before the Authority and/or the City of Seattle that is directly related to or affected by the requirements or implementation of this Proposition only.

The funds shall not be directly disbursed to the member of the public that has applied for them, but instead shall be disbursed to the entity/entities or person/persons that the applicant has stated under penalty of perjury is to be paid for the services they have rendered or the expenditures that have been made by them, related to the required Authority or City of Seattle matter that is under consideration, related to the implementation of this Proposition or any Authority undertakings or operations.

From time to time the Authority may raise the limit on the dollar amount that can be expended on behalf of an applicant applying for assistance from the Public Access Fund. The lifting of the limit may occur only on a case-by-case basis, only after 10 days public notice and a public hearing, and after a majority vote in favor of that expenditure by the Board at the time of the hearing.

The Authority may seek funds from any proper public or private source to augment its operating budget, however ten percent (10%) of any funds raised from such source(s) shall be deposited into the Public Access Fund; or any percentage of those funds raised above ten percent (10%), up and to one hundred percent (100%), may be deposited into the Public Access Fund at the request or direction of the funding source's agent.

#### Section X Miscellaneous Provisions

##### Authority Staff

The Authority Board shall initially hire two full time staff members, an Authority Manager and an Associate Authority Manager, two part time staff members, and may engage an unlimited number of interns or volunteers as can be reasonably accommodated and sustained within the confines of its budget and physical facilities, all to assist it in carrying out the Proposition's, the Authority's and the Authority Board's mandates; either the Interim or permanent board.

##### Location of Authority Headquarters

The location of the Authority's headquarters shall not be established within the defined limits of Seattle's "Central City" or "Downtown" area, but instead shall be in a space or building that is located in a either a neighborhood, commercial, historical, or industrial area that has convenient multi-modal access to ensure that all persons interacting with the Authority have the ability to physically and conveniently access its headquarters. It must include ample parking for board members, staff, and for most other visitors to its headquarters. The Authority's headquarters space provided, acquired, or retained shall also include within the building area a set-aside space that is dedicated to and that can be utilized by the public for meetings or for the public's access to any equipment or facilities designated by the Authority for the public's use.

##### Authority Transparency

The Authority shall at all times adhere to and err in favor of the requirements of Seattle City Charter Article XXII. Miscellaneous Subjects § Sec. 3. *Books and Records; Inspection of the Seattle City Charter*, and be subject to the requirements of the open public meetings law of RCW 42.30, the *Open Public Meetings Act*, and the open public record requirements of RCW 42.56, the *Public Records Act*, as established at the time of the passage of this Proposition. The obligations and standards of the foregoing statutes and laws shall be considered the minimum standards of transparency that the Authority must meet. The Authority shall annually review those standards and establish its own additional set of transparency standards that exceed the obligations of those set out in city or state law.

##### Availability of Authority Information - Information Registry

The Authority shall establish an information registry that is to be indexed and maintained online, that can be accessed on the Authority's main/home web page all

pending action(s), activities, undertakings, permits, policies, plans of every kind that it is acting upon. The registry shall include a summary table that sets out the status of those in terms of where they are in the process for application, review, and approval, and include, and links to the underlying proposed policies, plans, application related documents, Authority staff review materials, any Authority communications with the action's proponent(s) (internal or external) and vice versa, and any other pertinent information that the public should know about in order to be completely informed about all of the Authority's. The information and related links to documents and informational materials shall be updated once a month.

##### Applicability of General Laws

The Authority is subject to all standard requirements of a governmental entity pursuant to RCW 35.21.759, including that its officers and multimember governing body thereof, are subject to general laws regulating local governments, multimember governing bodies, and local governmental officials, including, but not limited to, the requirement to be audited by the state auditor and various accounting requirements provided under chapter 43.09 RCW, the prohibition on using its facilities for campaign purposes under RCW 42.17A.555, the code of ethics for municipal officers under chapter 42.23 RCW, and the local government whistleblower law under chapter 42.41 RCW.

#### Section XI Dissolution of the Century Transportation Authority.

(a) The Century Transportation Authority may be dissolved by a vote of the people residing within the Authority Area for the reasons stated in, and pursuant to, the Enabling Legislation. (b) Upon any determination that the Century Transportation Authority shall be dissolved (however brought about), the Century Transportation Authority shall promptly wind up its business. Notwithstanding the foregoing, if the Century Transportation Authority has debt outstanding and if permitted by applicable law (excluding this Proposition or any City ordinance), the Century Transportation Authority may covenant with holders of debt that it shall not be dissolved and shall continue to exist solely for the purpose of continuing to levy and collect any taxes or assessments levied by it and pledged to the repayment of outstanding Century Transportation Authority debt, and to take such other actions as necessary to allow it to repay any remaining Century Transportation Authority debt, and when no Century Transportation Authority debt remains unpaid (or when provision has been made for payment of all outstanding Century Transportation Authority debt, in accordance with the terms of the debt and in such a manner that any bondholders' liens on any Century Transportation Authority tax revenues have been discharged, by deposit into an escrow of sufficient funds of other assets for such purpose), the Century Transportation Authority shall cease to exist, and this Proposition shall no longer provide for a city transportation authority. Provided, however, that nothing in this Subsection IX(b) is intended to or shall be construed to modify or limit Section IV(3).

#### Section XII Election.

The Petitioners request that the Director of King County, or the body responsible for passing a resolution necessary to place this proposition on the ballot, find that there exists an emergency pursuant to RCW Chapter 29.13, such that it is essential to call and conduct a special election in the City in conjunction with the state general election in November, 2014, for the purpose of submitting to the qualified electors of the City this Proposition.

#### Section XIII Ratification.

Any act pursuant to the authority granted in this Proposition and prior to the Effective Date hereof is hereby ratified and confirmed.

#### Section XIV Severability.

If any one or more provisions of this Proposition shall for any reason be held invalid, such invalidity shall not affect any other provision of this Proposition or the levy of additional taxes authorized hereby, but this Proposition shall be construed and enforced as if such invalid provisions had not been contained herein, except that if any provision shall be held invalid by reason of its extent or the range of persons eligible to benefit therefrom, then such provision shall be deemed to be in effect to the extent permitted by law and to benefit only such class of persons as may lawfully be granted the benefit thereof.

#### Section XV Effectiveness.

Those portions of this Proposition providing for the submission of a ballot proposition to the voters shall take effect and be in force immediately upon certification by the Director of King County Elections, Washington, that, pursuant to the Enabling Legislation, the required percentage of qualified electors of the Proposed Authority Area signed the Petition.

**"WARNING** Every person who signs this petition with any other than his true name, or who knowingly signs more than one of these petitions, or who signs this petition when he is not a legal voter, or who makes herein any false statement, shall be punished as provided by law.

PLEASE RETURN THIS PETITION AS SOON AS POSSIBLE

TO: Century Transportation Company  
4027 21<sup>st</sup> Avenue West #205  
Seattle, WA 98199  
or,

CALL OR WRITE FOR PICKUP BY A CenTran MEMBER:

206-283-0298 Phone      206-283-6300 Fax  
eacampbell@centran.org      www.centran.org



www.centran.org

Century Transportation Authority

*"The Promise of CENTURY 21 is Here Today"*

CenTran - The New Seattle Monorail  
From Ballard to West Seattle and All Points in Between

Like us, "Century Transportation Company" on 

**"WARNING** Every person who signs this petition with any other than his true name, or who knowingly signs more than one of these petitions, or who signs this petition when he is not a legal voter, or who makes herein any false statement, shall be punished as provided by law.