

November 5, 2024 General and Special Election

King County

Official Local Voters' Pamphlet

vote!

 Your ballot will arrive by October 21

206-296-VOTE (8683) | kingcounty.gov/elections





A letter from the Director



Dear Friends,

If you voted in the Primary (and I hope you did!) you may have noticed a new addition to your ballot – an I Voted sticker! The new I Voted sticker was custom-designed to reflect our county, from the skyline of Seattle to farmland that lives in the shadow of Mount Rainier.

Since 2009, when King County started voting entirely by mail, we have heard from you that you wanted a sticker to show your voting pride and help encourage those around you to vote too. And this year, we're so happy to deliver!

Once you've filled out your ballot (any color pen is okay), signed the envelope, and returned your ballot back to us (by official ballot drop box or by mail), wear that sticker with pride, and let your friends, family, neighbors, and community know you've made your voice heard.

In this and every election, you have an opportunity to elect leaders to represent you. Don't miss your chance. Vote and return your ballot by November 5!

Happy voting,

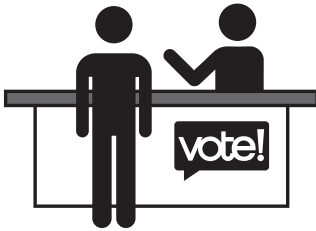
Julie Wise

Julie Wise

*P.S. Share your voting selfie
with us @kcelections!*



We're Here to Help!



☎ 206-296-VOTE (8683)
1-800-325-6165
TTY Relay: 711

✉ elections@kingcounty.gov

🌐 kingcounty.gov/elections



You will not be voting on every item in this voters' pamphlet. Check your ballot for your races and measures.

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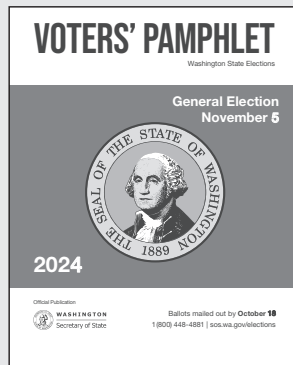
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You will receive two voters' pamphlets

In addition to this voters' pamphlet, you will receive one from the Secretary of State. If you didn't receive a State Pamphlet, call 1-800-448-4881.



Spread the word!

You can receive ballots, voting materials, and correspondence in Chinese, Korean, Russian, Somali, Spanish, or Vietnamese. See page 7 to learn more.

Who can register?

To register to vote in Washington, you must be:

- A citizen of the United States.
- A legal resident of Washington state.
- At least 18 years old.*
- Not disqualified from voting due to a court order.
- Not currently serving a sentence of total confinement under the jurisdiction of the Department of Corrections for a Washington felony conviction.
- Not currently incarcerated for a federal or out-of-state felony conviction.



*If you are 16 or 17, you can sign up as a **Future Voter** and be automatically registered to vote and receive a ballot when you qualify.

How do I register?



Online

Visit VoteWA.gov to register to vote online. The deadline to register online for the General Election is October 28.



By mail

Download and print a registration form from kce.wiki/VoterReg and mail to King County Elections: **919 SW Grady Way, Renton, WA 98057**. It must be received by October 28.



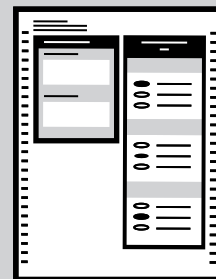
In person

Register in person at one of our Vote Centers through **Election Day, November 5**. More information about Vote Center hours and locations can be found on page 5 and on our website at kingcounty.gov/elections.

Need a replacement ballot?

If your ballot is lost or damaged, you can print a replacement from home, the library, or wherever is convenient.

The Online Ballot Marking Program (OBMP) is available for all registered voters. It's designed to enable voters with disabilities, particularly who are blind or low vision, to mark their ballot privately.



How to use the Online Ballot Marking Program

- Go to kingcounty.gov/elections/obmp.
- Enter your information in the form.
- Mark your ballot choices online and then print your completed ballot.
- OR
- Print your ballot and mark it by hand.
- Check that your ballot is marked correctly.
- Return your ballot as usual, at a ballot drop box or via USPS.

No postage is required when you use the envelope cover sheet included when you print your ballot.



Visit a Vote Center for In-Person Assistance

Elections staff are available to help you register to vote and get a ballot through Election Day. Trained staff and specialized equipment are available to help voters with disabilities cast a private, independent ballot.

Locations		Hours of operation
Renton	King County Elections 919 SW Grady Way, 98057	Weekdays, October 16 – 25, 8:30 a.m. – 4:30 p.m. Weekdays, October 28 – November 1, 8:30 a.m. – 6:00 p.m. Saturday, November 2, 10:00 a.m. – 4:00 p.m. Monday, November 4, 8:30 a.m. – 6:00 p.m. Election Day, November 5, 8:30 a.m. – 8:00 p.m.
Bellevue	Crossroads Community Center 16000 NE 10th St, 98008	Saturday, November 2, 10:00 a.m. – 4:00 p.m.
Federal Way	Weyerhaeuser King County Aquatic Center 650 SW Campus Dr, 98023 Enter at the Banquet Hall	Monday, November 4, 8:30 a.m. – 6:00 p.m. Election Day, November 5 8:30 a.m. – 8:00 p.m.
Kenmore	Kenmore City Hall 18120 68th Ave NE, 98028	
Kent	Kent Green River College Campus 417 Ramsay Way Ste 112, 98032	
Seattle	Lumen Field Event Center / WAMU Theater 800 Occidental Ave S, 98134 Located in the Lumen Field Event Center with entrances on Occidental Ave S and S Royal Brougham Way.	



Parking is FREE at all Vote Centers EXCEPT Lumen Field Event Center / WAMU Theater and the Student Engagement Hubs.

Student Engagement Hubs

University of Washington Seattle Campus

Located in Room 145 in the the Husky Union Building (HUB) , the UW Seattle Student Engagement Hub provides students the opportunity to get registered to vote for the first time, update their registration, get a replacement ballot, or use an assistive device. Elections staff are on hand on to answer questions and provide assistance.

University of Washington Bothell Campus

Students who are registered to vote can use the provided kiosk to print their ballot.







Learn more about hours of operation and services.

Securing our Elections so Every Vote Counts







At King County Elections, our mission is to conduct accurate, secure and accessible elections.

Physical Security

-  Our facility is monitored by over 80 security cameras.
-  The public can watch us process the election via 14 live webcams.
-  Staff and observers must badge into and out of the ballot processing area.
-  Ballot storage and tabulation areas require both a badge and biometric access.

Cybersecurity

-  Certified cybersecurity experts are on staff at Elections and at King County IT.
-  All staff receive annual cybersecurity training.
-  Voter registration and tabulation systems are kept separate from one another for maximum security.
-  The ballot tabulation system is on a specially designed, entirely closed network, not connected to the internet.

Audits and Quality Control

Our team conducts several tests before, during, and after each election to ensure your votes are being counted accurately.



Logic & Accuracy Test

Conducted about three weeks before the election, the Logic & Accuracy test uses test ballots and a set of expected results to ensure the tabulation equipment is reading votes correctly.



Random Batch Audit

On the Thursday after Election Day, six batches are selected at random and hand counted to ensure the tabulation equipment continues to read votes as it should.



Risk Limiting Audit

Conducted between Election Day and certification, this auditing system checks a random sample of ballots to reach statistical confidence in the results of the election.

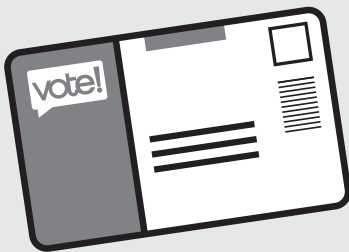
Sign up for Ballot Alerts!

You'll know where your ballot is during every step of the process, from mailing to counted at Elections Headquarters. Ballot alerts are the fastest way to know if there's an issue with your signature. Make sure your voice is heard - sign up for ballot alerts today!

By opting in, you'll be set to get notifications for this and future elections. You can unsubscribe at any time.



Track your ballot and sign up for ballot alerts at kce.wiki/TrackMyBallot



Where is my ballot?

Visit kce.wiki/TrackMyBallot to track your ballot online or to sign up for ballot alerts via email and/or text.



Materials available in 7 languages!



You can receive ballots, voting materials, and correspondence in Chinese, Korean, Russian, Somali, Spanish, or Vietnamese.

Fill out the request form online at kce.wiki/languages and you'll receive all materials from our office in your preferred language.



All drop boxes close at 8 p.m. sharp on Election Day, November 5th.

Auburn

Auburn Library, 1102 Auburn Way S, 98002

Auburn Park & Ride, 101 15th St NE, 98001

NEW * Muckleshoot Community Center, 17432 SE 392nd St, 98092

The drop box formerly at Muckleshoot Tribe - Philip Starr Building has moved to the Muckleshoot Community Center.

Bellevue

Bellevue Library, 1111 110th Ave NE, 98004

Crossroads Shopping Center (south entrance), 15600 NE 8th St, 98008

Newport Way Library, 14250 SE Newport Way, 98006

NEW * North Bellevue Community Center, 4063 148th Ave NE, 98007

Black Diamond

Black Diamond Library, 24707 Roberts Dr, 98010

Bothell

Bothell Library, 18215 98th Ave NE, 98011

NEW *The drop box formerly at Bothell City Hall has moved to the Bothell Library.*

University of Washington - Bothell Campus (by the Activities & Recreation Center), 18220 Campus Way NE, 98011

Burien

Boulevard Park Library, 12015 Roseberg Ave S, 98168

Burien Town Square Park (corner of 5th Ave SW and SW 152nd St), 480 SW 152nd St, 98166

Carnation

Carnation Library, 4804 Tolt Ave, 98014

Covington

Covington Library, 27100 164th Ave SE, 98042

Des Moines

* Highline College (entrance across from 27th Ave S), 2400 S 240th St, 98198

Duvall

* Duvall Police Department - Depot Park, 26225 NE Burhen Way, 98019

Enumclaw

Enumclaw Library, 1700 1st St, 98022

Fall City

Fall City Library, 33415 SE 42nd Pl, 98024

Federal Way

Federal Way 320th Library, 848 S 320th St, 98003

Federal Way City Hall, 33325 8th Ave S, 98003

NEW * Safeway - Star Lake, 28810 Military Rd S, 98003

Issaquah

Issaquah City Hall, 130 E Sunset Way, 98027

Kenmore

Kenmore City Hall, 18120 68th Ave NE, 98028

Kent

Kent Panther Lake Library, 20500 108th Ave SE, 98031

Kent YMCA, 10828 SE 248th St, 98030

Regional Justice Center (near parking garage entrance), 401 4th Ave N, 98032

Kirkland

Kingsgate Library, 12315 NE 143rd St, 98034

Kirkland City Hall, 123 5th Ave, 98033

Lake Forest Park

Lake Forest Park City Hall, 17425 Ballinger Way NE, 98155

Maple Valley

Hobart Food Market, 20250 276th Ave SE, 98038

* Tahoma School District Building, 25720 Maple Valley-Black Diamond Rd SE, 98038

Mercer Island

Mercer Island Community & Event Center, 8236 SE 24th St, 98040

Newcastle

Newcastle City Hall, 12835 Newcastle Way, 98056

Normandy Park

Normandy Park Towne Center, 19901 1st Ave S, 98148

North Bend

North Bend Library, 115 E 4th St, 98045

Pacific

Algona-Pacific Library, 255 Ellingson Rd, 98047

Redmond

* Redmond City Hall, 15670 NE 85th St, 98052

* Redmond Community Center at Marymoor Village, 6505 176th Ave NE, 98052

Renton

Fairwood Library, 17009 140th Ave SE, 98058

* King County Elections, 919 SW Grady Way, 98057

* Powell Avenue, 725 Powell Ave SW, 98057

The drop box is located two blocks from King County Elections and can be easier to get to during high-traffic times.

* Renton Public Health Center, 3201 NE 7th St, 98056

Sammamish

Sammamish City Hall, 801 228th Ave SE, 98075

NEW South Sammamish Park & Ride, 3015 228th Ave SE, 98075

SeaTac

Angle Lake Transit Station, 19955 28th Ave S, 98188
Valley View Library, 17850 Military Rd S, 98188

Shoreline

Shoreline Library, 345 NE 175th St, 98155
Shoreline Park & Ride, 18821 Aurora Ave N, 98133

Snoqualmie

Snoqualmie Library, 7824 Center Blvd SE, 98065

Tukwila

* Tukwila Community Center, 12424 42nd Ave S, 98168

Vashon

Vashon Library, 17210 Vashon Hwy SW, 98070

Woodinville

Woodinville City Hall, 17301 133rd Ave NE, 98072
Woodinville Library, 17105 Avondale Rd NE, 98072

Seattle drop boxes**Ballard**

Ballard Branch Library, Corner of NW 57th St and
22nd Ave NW, 98107

Beacon Hill

Beacon Hill Library, 2821 Beacon Ave S, 98144
NewHolly Neighborhood Campus, 7054 32nd Ave S, 98118

Broadview/Greenwood

Broadview Library, 12755 Greenwood Ave N, 98133

Bryn Mawr-Skyway

Skyway Library, 12601 76th Ave S, 98178

Capitol Hill

Seattle Central College (northeast corner of the
Broadway-Edison Building), 1701 Broadway, 98122

Central District

Garfield Community Center, 2323 E Cherry St, 98122
NEW 12th & Cherry, 1223 E Cherry St, 98122

Chinatown/International District

Uwajimaya, 713 6th Ave S, 98104

Columbia City

Rainier Community Center, 4600 38th Ave S, 98118

Crown Hill

NEW Safeway – Crown Hill, 8340 15th Ave NW, 98117

Downtown

King Street Box (in front of the Kingdome Deli), Corner of
2nd Ave S and S King St, 98104

Fremont/Wallingford

Waterway 19 Park (next to Gas Works Park),
2119 N Northlake Way, 98103

Green Lake/Phinney

Green Lake Community Center, 7201 E Green Lake Dr N,
98115

Lake City

Lake City Library, 12501 28th Ave NE, 98125

Magnolia

* Magnolia Park, 1461 Magnolia Blvd W, 98199

Northgate

North Seattle College (south visitor lot access from
N 95th St), 9600 College Way N, 98103

Queen Anne

* Seattle Pacific University Bookstore, 310 W Bertona St,
98119

Rainier Valley

Rainier Beach Community Center, 8825 Rainier Ave S, 98118

Sand Point/Laurelhurst

* Magnuson Park – Building 406, 6344 NE 74th St, 98115

South Lake Union

South Lake Union, 310 Terry Ave N, 98109

South Park

South Park Library, 8604 8th Ave S, 98108

University District

University of Washington Campus, Schmitz Hall (by north
entrance on NE 41st St), 1410 NE Campus Pkwy, 98195

Uptown

Metropolitan Market - Queen Anne, Corner of
1st Ave N and Mercer St, 98109

West Seattle/Delridge

Alaska Junction, Corner of SW Alaska St and 44th Ave SW,
98116

High Point Library, 3411 SW Raymond St, 98126

NEW Morgan Junction Park, 6401 California Ave SW, 98136
South Seattle College (at the entrance of the Robert Smith
Building), 6000 16th Ave SW, 98106

White Center

White Center Library, 1409 SW 107th St, 98146

* *Drive-up ballot drop boxes*



Check our website
for additional ballot
drop box locations.

About the Washington General Election

If a primary election was held for an office, the two candidates who received the most votes in the Primary advanced to the General Election.

Each candidate for partisan office may state a political party that he or she prefers. A candidate's preference does not imply that the candidate is nominated or endorsed by the party, or that the party approves of or associates with that candidate.

The election for President and Vice President is different. Candidates for President and Vice President are the official nominees of their political party.

JUDICIAL



Salary (2024):
\$206,988

Serves for
an unexpired
2-year term

District Court Judge

Hears misdemeanor criminal cases, civil claims under \$100,000, small claims, traffic cases, and requests for domestic violence protection orders.

*Elected by voters
in the Judicial District*

CITY



Salary (2024):
\$144,614

Serves for
an unexpired
1-year term

City of Seattle Councilmember

Approves the city's budget, develops laws and policies, and oversees public services.

*Elected by voters
in the City of Seattle*



Moved? Changed your name?

Update your voter registration! Go to VoteWA.gov by October 28 for the General Election.



Who donates to campaigns?

View information on financial contributors for federal candidates:

Federal Election Commission
www.fec.gov

Toll Free 1 (800) 424-9530

View financial contributors for candidates and measures:

Public Disclosure Commission
www.pdc.wa.gov

Toll Free 1 (877) 601-2828



**King County
Elections does
not correct
punctuation,
grammar, or
fact check
candidate
and measure
statements.**



Judge Position No. 7

Peter Peaquin



(425) 466-0619
judgepeterpeaquin@gmail.com
judgepeterpeaquin.com

Education: JD, Tulane University; BA, Western New England College; National Judicial College, 2023

Occupation: King County District Court Judge

Statement: Judge Peaquin was appointed to the District Court bench by unanimous vote of the King County Council in November 2023. He has been rated "Exceptionally Well Qualified" by the King County Bar Association and 5 additional Bar organizations.

He brings to the bench more than 30 years' experience as a practicing attorney focused on defending individuals accused of misdemeanor and felony offenses – everything from low level non-violent crimes to murder -- and has tried hundreds of cases to juries. In representing clients from marginalized communities, Judge Peaquin gained insight into the challenges experienced by many who appear in the District Court. In representing individuals experiencing behavioral health issues and addiction, he has knowledge of the complexities of the crisis facing our communities.

Prior to his appointment to the bench, Judge Peaquin served as a Judge Pro Tem for several municipal courts, as a full-time District Court Commissioner and as a Health Law Judge for the Washington Department of Health.

Judge Peaquin lives in Kirkland with his wife of 32 years. He is endorsed by the King County Democrats and all the included Legislative District organizations on the Eastside, as well as Ironworkers Local 86 and the Machinists (IAM 751).



Judge Position No. 1

Raul Martinez



(425) 466-0619
 judgeraulmartinez@gmail.com
 www.judgeraulmartinez.org

Education: JD, Seattle University School of Law, 2001; B.A., Law and Diversity, Western Washington University, 1995

Occupation: King County District Court Judge

Statement: Judge Martinez was appointed to the King County District Court by a unanimous vote of the King County Council in January 2023. He is rated "Exceptionally Well Qualified" by the King County Bar Association and five other Bar organizations. He is broadly endorsed by over 60 judges and numerous elected officials, attorneys, and community leaders.

Judge Martinez understands the difficult challenges facing our courts, including a historic opioid epidemic, underfunded mental health system, and unaffordable civil representation for many. He believes our court deserves collaborative, highly qualified judges committed to justice to tackle challenges like these.

Judge Martinez's personal background has instilled in him a deep commitment to fairness, equality, and public safety. He is the son of migrant farm workers, and he has witnessed violence and addiction. He also brings 21 years of diverse professional experience to the court as a King County Senior Deputy Prosecutor, civil litigator, appellate lawyer, and legal advisor to businesses and government entities. His experience informs the work that he does daily and allows him to deliver well-reasoned and fair decisions that follow the law.

Judge Martinez's past community service includes service on the Boards of Northwest Justice Project and the Latina/o Bar Association.

Voting FAQ

○ HOW DO I VOTE? ● —

Fill in the bubble next to the candidate or measure that you choose.

○ DO I HAVE TO USE A PEN?

You can use pen, pencil, crayon, or anything else that clearly fills in the bubble next to your choice.

○ DO I HAVE TO VOTE ON EVERY RACE?

It's up to you which races you vote on. You can vote on one race, two races, or all races. We will count whichever votes you mark.

○ WHAT IF I CHANGE MY MIND OR MADE A MISTAKE? ● —

Make a line through the option you do not want. Then, fill in the bubble next to your correct choice.

○ DO I HAVE TO SIGN MY BALLOT?

You must sign the outside of the return envelope for your ballot to be counted. Your signature doesn't have to be neat or legible, but it does have to match the signatures in your voter registration file.

○ HOW DO I RETURN MY BALLOT?

You can put your ballot into any USPS mailbox as long as it will be postmarked by Election Day. You can also return your ballot to one of our more than 80 ballot drop boxes around King County. We recommend mailing your ballot by the Friday before Election Day or using a drop box in the final days of the election.

Seattle/King County VIDEO VOTERS' GUIDE

Proponents and opponents of countywide and Seattle ballot measures and all King County countywide, Metropolitan King County Council, Port of Seattle, City of Seattle, and Seattle School Board candidates are invited to record a two-minute video explaining who they are and why they're running.

- ✓ **Hear directly from the candidates!**
- ✓ **Statements are up to two minutes & unedited**
- ✓ **Candidates appear in the same order as the ballot**

 seattlechannel.org/elections



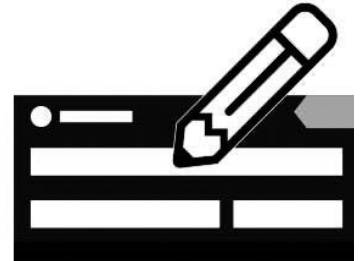
The non-partisan Video Voters' Guide is a collaboration of Seattle Ethics and Elections Commission, King County TV, and Seattle Channel.

Have you used your Democracy Vouchers?

What is the Democracy Voucher Program?

A vacancy has occurred in City Council Position 8. There will be an election in 2024 to fill that role until the regular election occurs in 2025. This position is elected by and represents the entire city.

Because there is only one City of Seattle race this year, the Seattle Ethics and Elections Commission is only issuing two, \$25 Democracy Vouchers to residents.



Which Candidates can I give my Democracy Vouchers to?

Check to make sure the candidate you like is using Democracy Vouchers. Find the list of participating candidates at seattle.gov/democracyvoucher or call (206) 727-8855.

When should I use my Democracy Vouchers?

You can use your Democracy Vouchers from the time you receive them through November 29, 2024. However, candidates can only receive a limited number of vouchers. The longer you wait to use vouchers, the more likely your candidates will have reached their voucher limits.

I lost my Democracy Vouchers. Can I request new vouchers?

Yes! You can request new Democracy Vouchers by completing the online form on the website, e-mailing democracyvoucher@seattle.gov, or by calling (206) 727-8855.

If I use my Democracy Vouchers, is that information made public?

Yes, contributions to campaigns, including Democracy Vouchers, are public information. This means your name (and possibly your address), who you contributed to, and the amount will be posted online.

Questions? Contact us!

seattle.gov/democracyvoucher | democracyvoucher@seattle.gov | (206) 727-8855



Council Position No. 8

Alexis Mercedes Rinck



(206) 705-9305
info@alexisforseattle.com
alexisforseattle.com

Education: MA Public Administration, UW Evans School; BA, Syracuse University

Occupation: Assistant Director of Policy, Planning and State Operations, UW

Statement: The politics of division are harmful to our city, nation, and future. I'm running to unite Seattle so we can make real progress on housing affordability and public safety, while protecting worker rights and advancing climate action.

Because of my commitment to positive change— and experience advancing budget and policy solutions— I've earned the *sole endorsement* of every Seattle-based Democratic Party organization and the MLK Labor Council.

While I approach policy rooted in data and measurable outcomes, I am equally informed by personal experience. Born to teenagers caught up in gang violence and cycles of substance use and homelessness, I was able to reach my potential thanks to loving grandparents, great teachers, and afternoons at the Boys & Girls Club.

My family's struggles —from substance abuse to housing insecurity— mirror many of the challenges we face in Seattle. We can break these cycles by building coalitions across ideological lines, to finally deliver on affordable and supportive housing, invest in public safety that works, and ensure everyone has the opportunity to thrive.

With your vote, I'll work collaboratively, addressing our challenges with proven solutions and personal understanding: *Public safety* policies that reduce crime and harm, prevent gun violence, and improve staffing and response; *Affordable housing* so that seniors, hardworking families, and renters like myself can live in the city we love and build generational wealth. *Climate action* including fast and reliable transit, more sidewalks, and green infrastructure. *Progressive revenue* solutions to balance our budget— preserving essential services and promoting healthy neighborhoods.

In addition to Democratic groups I'm endorsed by Executive Dow Constantine; County Councilmember Teresa Mosqueda; City Councilmember Tammy Morales; Senators Saldaña & Frame; Representatives Macri, Reed, Alvarado & Farivar; UAW 4121, UFCW 3000, SEIU 1199NW & more! I'm proudly the only Alliance for Gun Responsibility "Approved" candidate in this race.

Tanya Woo



(206) 657-6679
info@wooforseattle.com
wooforseattle.com

Education: B.A., University of Washington.

Occupation: Newly appointed City Councilmember, small business owner, community advocate.

Statement: Growing up in the heart of Seattle, I've witnessed the strength of our community and the urgency of our challenges. My work on the City Council is driven by a simple truth: we cannot thrive unless we lift each other up. I believe in a city where safety, opportunity, and justice are not just aspirations, but realities. My vision is to build a Seattle that is resilient, compassionate, and inclusive—a place where every resident, from our youngest to our most vulnerable, can live with dignity and hope.

On too many fronts, Seattle is struggling. On housing affordability and public safety, we're still seeing the impact of failed past policies.

We need a City Council that isn't afraid to do the work. As a community leader, I've organized safety teams that provide mutual aid and connect our unhoused neighbors to essential services. I've administered Narcan and CPR; I've held people who didn't survive their overdose. I'll ensure a balanced approach that invests in community programs, first responders, and alternatives that collaborate with city agencies as we fight gun violence.

I've built affordable housing and, on Council, I'm working to build more affordable, supportive housing, filling in critical gaps. I will push for more behavioral health specialists on the streets through an expanded CARE team. It's also time to change laws restricting outreach to those in crisis. We shouldn't wait for a police incident to provide a helping hand.

We need leaders who aren't afraid to walk the streets of Seattle — leaders who stand with our community in tough times, who listen, and who will fight for you. Together, let's build a safe Seattle that uplifts and empowers everyone!

Endorsed: The Seattle Times, Seattle City Council colleagues (7 of 8), Seattle Firefighters Union, former Governor Gary Locke, and many more.

Proposition No. 1**Levy Lid Lift**

The City Council has adopted Ordinance 1796 concerning providing funding to maintain and increase public safety services.

If approved, this proposition would authorize the City to increase the 2025 regular property tax levy rate to not more than \$1.40/\$1,000 assessed value. The incremental increase over 2024 rates would fund maintaining and increasing existing public safety service levels, retaining police officer positions and increasing public safety and police staffing, as described in the Ordinance. Subsequent levy limits would be based on the 2025 maximum allowable levy. Qualifying seniors, veterans, and others would be exempt per Chapter 84.36 RCW.

Should this proposition be:

Approved

Rejected

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



You will be voting to
Approve or Reject
Proposition No. 1

Requirement passage: Simple majority (RCW 84.55.050)

Explanatory statement

The City of Des Moines proposes a levy lid lift to increase its maximum total regular levy rate in 2025 to maintain and increase existing public safety service levels, retain police officer positions, and to pay for other increased costs related to public safety and police staffing. More specifically, the City Council anticipates that in 2025, the increase would fund retaining four existing police officer positions, a mental health crisis response specialist position, a crime analyst position; would fund adding four additional police officer positions and a code enforcement officer position; and would fund additional public safety expenses.

If approved by voters, this proposition would authorize the City to levy property taxes in 2025 at a maximum rate of \$1.40 per \$1,000 of assessed value, an increase of approximately \$0.50 per \$1,000 over the 2024 levy rate. This would be an increase of approximately \$20 per month (about \$250 per year) on a \$500,000 home.

The levy lid lift would reset the levy limit under the 101% lid and increases in future years would be based on the maximum levy amount for 2025. Future levies would be limited by applicable statutory limits, including the 101% levy lid.

For questions about this measure, contact:

Taria Keane
City Clerk
(206) 870-6552
tkeane@desmoineswa.gov

Statement in favor

Bettina Carey
askbettina@gmail.com

Des Moines Police Officers are on the front lines 24/7, but our current funding isn't keeping pace with our community's growing needs. A safe neighborhood not only protects you and your family but also enhances the value of your property. As our city experiences population growth and rising crime rates, the demand for police services is increasing. Yet, the city's budget can't support these critical services without additional funding.

Currently, the property tax rate is \$0.90 per \$1,000 of assessed value. The proposed Public Safety Levy Lid Lift will raise this by \$0.50 in 2025, allowing the city to retain existing officers, add four additional police officers, and cover essential costs like police vehicles and court services. For a \$600,000 property, this increase amounts to just 82 cents a day—an investment in Des Moines' safety and well-being.

This measure will enhance response efficiency and bolster police presence, increasing safety for you, and your family. Without this levy, we risk significant cuts to our police force, potentially leading to slower response times. A vote *Yes* on Proposition No. 1 is a vote to keep Des Moines safe and secure. Let's give our police the resources they need to protect our community. Tax exemptions may be available for seniors, persons with disabilities, and disabled veterans.

Statement in opposition

Susan White
susanrdo@aol.com

Last November, the City Council ignored the warnings, passed a flawed budget, and rewarded its author with a staggering \$450,000 severance package. Then, they took out a \$24 million loan with little consideration about repayment. They now expect the taxpayers to cover for their ineptitude, *even as they continue wasting millions* on non-revenue-producing projects such as the passenger ferry and the Marina Steps.

This 57% local tax increase is an unacceptable burden on working families. The real issue is the City Council's continuing *fiscal mismanagement and lack of transparency*. Transparency builds trust, and disguising this money grab as a public safety issue harms the police and the Council's integrity. And threats to dismantle parks and rec are punitive and spiteful. We're tired of being scolded for our *"failure to understand"* budgeting when the Council hides the facts and refuses to consider citizen priorities.

We already voiced our opposition in August, and *the Council made no effort to change its ways or this proposition*. The same tone-deaf Councilmembers who supported this fiscal disaster still call the shots. Instead of resorting to a tax increase, they should focus on productive ways to increase revenues and cut wasteful spending. Vote *No* again.

Rebuttal of statement in opposition

This public safety levy is essential for keeping our community safe. It insulates our police from budget cuts and safeguards public safety from cuts in other areas of the general fund. The levy is only a 3.85% increase in your total property tax, with funds kept in a dedicated public safety fund for full transparency. A vote for the levy is a vote for safety, security, and the continued well-being of Des Moines.

Rebuttal of statement in favor

Prop 1 is a Band-Aid where major surgery is needed. Even if it would pass, the city predicts *deficits throughout the decade*. Structural changes are required, or we'll repeat this lunacy every few years. That's punishing the police as well as the voters. Passing a budget is difficult; *ignoring the obvious is negligent*. The sooner we start living within our means, the better. Stop the vanity projects and proceed with the revenue-raising alternatives *you have*.

Proposition No. 1

Property Tax Levy Renewal for Transportation

The Mayor and Seattle City Council passed Ordinance 127053, concerning replacing funding for citywide transportation maintenance and improvements.

If approved, this proposition would replace an expiring levy to fund safety and access projects, such as: paving, sidewalk and bridge maintenance, and infrastructure modernization; transit improvements; improved connections to light rail; new sidewalks; and pollution reductions.

It authorizes an eight-year tax increase for collection beginning in 2025 of approximately \$0.65/\$1,000 in assessed value, up to a maximum of \$2.71/\$1,000. 2026-2032's levy limitations would be computed using 2025's regular levy amount. RCW 84.36.381's senior citizens and disabled persons exemption applies.

Should this levy be approved?

Yes

No

The complete text of this measure is available beginning on page 28.



You will be voting
Yes or No
on Proposition No. 1

Requirement passage: Simple majority (RCW 84.55.050)

Explanatory statement

Seattle Proposition 1 replaces an expiring transportation levy, raising a maximum of \$1,550,000,000 over eight years to spend on 11 transportation-related program categories. Ordinance 127053, in Section 6 and Attachment A, later in this pamphlet, describes these categories and the amounts of money dedicated to them.

Each category's amount may be changed by ordinance – by a simple City Council majority, if the change is ten percent or less, and by a 3/4 majority if the change is over ten percent. A resident-led oversight committee would monitor and report on program progress.

Separately, this proposition requires the City to appropriate at least \$50,740,000 annually (inflation-adjusted) for transportation purposes, using General Fund revenues.

In 2025, the first year of this proposition's collection, no more than \$187,000,000 will be raised. The additional tax rate associated with this proposition's increase for each property owner would be approximately \$0.65 per \$1,000 of assessed value, and the maximum rate for the total levy is \$2.71/\$1,000. RCW 84.36.381's senior citizens and disabled persons exemption applies.

Without voter-approved levies, the City is generally limited by state law to increasing annual property taxes by no more than one percent above the highest amount that the City could have received in the prior year. After this proposition has finished levying taxes in 2032, that one-percent maximum increase would be calculated as if this proposition had not been passed.

For questions about this measure, contact:

Bill LaBorde

Council & Government Relations Manager,
SDOT

(206) 684-7623

bill.laborde@seattle.gov

Statement in favor

Katie Garrow, Bruce Harrell, Rachel Smith
keepseattlemoving.com

Proposition 1 will *Keep Seattle Moving* with critical investments in our city's aging roadways and bridges, accelerated investment in sidewalks, safer connections to schools and transit, and important safety and sustainability improvements. This measure will build off the success of the current, expiring levy, including:

Focusing on Immediate Safety and Mobility Needs: Repave 15 heavily used corridors throughout Seattle; fill potholes within 72 hours; upgrade safety and mechanics on 3 Ship Canal Bridges; repair Ballard, Magnolia, and other aging bridges; build 500 new blocks of sidewalks; and improve lighting, signal coordination, and crosswalks citywide.

Improving Connectivity, Transit Access, and Sustainability: Upgrade pedestrian and transit access to light rail stations, schools, and community destinations; fund 160 transit "spot projects" to speed up buses and improve lighting, visibility, and safety at Metro stops; place accessible EV charging at libraries, parks, and community centers; improve safety of dedicated bike lanes; and plant thousands of new streetside trees.

This 8-year package will receive independent public oversight to ensure accountability and project delivery. Endorsements include Mayor Harrell with unanimous Council support; MLK Labor Council; Seattle Metropolitan Chamber; Transportation Choices Coalition; Downtown Seattle Association; Disability Rights Washington, Cascade Bicycle Club; Seattle Neighborhood Greenways; and many more!

Statement in opposition

Nina Martinez, Margaret Pageler, Alex Pedersen

Hold on to your wallets, Seattle. As civic leaders free from politics, we urge neighbors to *vote No* on this terrible transportation tax. Why should you pay the largest tax in city history, when it leaves bridges, streets, and sidewalks in dangerous disrepair while worsening traffic congestion?

Unaffordable: \$1.55 billion -- an increase of more than 75% -- costs too much and uses Seattle's middle class like an ATM machine. For just a median-valued home, that's a whopping \$500 per year you could keep for your own transportation expenses.

Unfair and Inequitable: Landlords will dump this property tax increase onto you as higher rent. Politicians ignored the opportunity to fund half the levy with impact fees used by 70 other cities. City Hall failed its equity analysis because their survey shows most people of color oppose this levy.

Ineffective: As the *Seattle Times* warned, if people allow this tax, "*Seattle streets could be in worse condition than they are today.*" It threatens safety by removing the Bridge Engineer. Lobbyists larded the levy with unnecessary projects – including rarely used bike lanes impeding small businesses. *Vote No on Prop 1* to send City Hall back to the drawing board. *Seattle deserves better.*

Rebuttal of statement in opposition

For 18 years, this levy has delivered safety, maintenance, and transit improvements in every Seattle neighborhood, with independent oversight ensuring accountability. This renewal focuses on bridge and roadway repairs, while investing in sidewalks, light rail, and electrification priorities.

Without the levy, our bridges, streets, and sidewalks will continue to deteriorate, leading to more expensive future repairs. *Vote Yes* for safer streets, reduced congestion, and a more connected city for all. Seattle's future is worth it!

Rebuttal of statement in favor

Nothing the politicians and lobbyists say can fix Proposition 1. They falsely claim it's a "renewal" yet *they deleted Congestion Relief!* The misleading "*exemption*" *fails to protect* renters, including seniors in retirement homes. Councilmembers can *bait-and-switch* and misuse money for all the bike lanes they want later. Pedestrians suffer most traffic fatalities, but only 9% for sidewalks?

Interest groups supporting this tax are expecting money from it -- your money. *Vote No on Prop 1.*

Proposition No. 1**School Construction and Facility Improvements General Obligation Bonds - \$532,100,000**

The Board of Directors of Auburn School District No. 408 approved a proposition for bonds. This proposition would authorize the District to replace and equip Cascade Middle School and Alpac Elementary School; construct and equip a new Middle School No. 5; undertake school and support facility improvements to reduce overcrowding and improve safety and building systems; to issue \$532,100,000 of general obligation bonds maturing within a maximum term of 20 years, and to levy excess property taxes annually to repay the bonds, all as provided in Resolution No. 1394. Should this proposition be:

Approved

Rejected

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



You will be voting to
Approve or Reject
Proposition No. 1

Requirement passage: 60% yes vote and a minimum turnout of 40% of voters casting ballots in last general election (Washington Constitution, art. VII, sec. 2(b))

Explanatory statement

The Board of Directors of Auburn School District No. 408 adopted Resolution No. 1394 approving a proposition for bonds to reduce overcrowding and improve safety and critical building systems. This authorizes the District to replace and equip Cascade Middle School; replace and equip Alpac Elementary School; construct and equip a new Middle School #5; undertake capital improvements to schools and support buildings throughout the District, to issue \$532,100,000 of general obligation bonds maturing within a maximum of 20 years, and to collect excess property taxes annually to repay the bonds, as provided in Resolution No. 1394.

Exemptions from taxes may be available to certain homeowners. To determine if you qualify, call your County Assessor.

For questions about this measure, contact:

Cindi Blansfield

Associate Superintendent, Business & Operations

(253) 931-4930

2024bond@auburn.wednet.edu

Statement in favor

Cari Manry, Jason Wright, Maggie Keller
auburncitizens4schools@gmail.com

We urge a *Yes* vote for this bond. It will provide a necessary new middle school to accommodate the increasing number of students and replace Cascade Middle School and Alpac Elementary.

Auburn School District administration's prudent fiscal management, retiring debt, and on-time and on-budget construction demonstrate accountability to district voters. Based on these prudent fiscal policies, the impact to your tax rate will be \$.81¢ per \$1,000 of assessed value, or \$37.13 per month on a \$550,000 home.

District voters have time and again demonstrated overwhelming support for school funding; we ask you to again invest in the infrastructure of our schools to keep our children thriving. There is no relief or plan in place from Olympia for fully funding education in the state. Auburn has consistently invested in education and our students' success – Please vote *Yes* for this bond to keep Auburn's schools strong.

Statement in opposition

Jeff Heckathorn
BondNo.com

The district found pro committee members but no con committee members for the voters' pamphlet. So I volunteered via the county to help provide some balance so that voters are presented with both sides of the issue – kinda like democracy.

The district's cost analysis is about 150% too low. The owner of a property with a 2024 Tax Year AV of \$550,000, can expect a tax obligation, for just this bond, of \$1,200 per year on average for the next 22 years.

This bond is being run a year too early. The bond schedule shows taxes won't start to be collected until 2026. Also, the Auburn SD should be moving away from high interest bonds and use well-planned, frugal, interest-free, 6-year, capital levies as other districts are practicing. The bond management company has estimated bond interest alone will be \$459M on top of the advertised bond principal of \$532M for an actual total to local property taxpayers of \$991M.

And local property taxpayers are already on the hook to continue payments on the existing bond's remaining total payments of \$612M that won't be paid off until 2040. For a logical, mathematically correct cost analysis, see BondNo.com

Rebuttal of statement in opposition

The voters in Auburn SD should not be swayed by out of district, out of county opinions and guessing at our community's needs.

A capital levy is not practical in Auburn. The assessed value of the homes is not high enough to build these needed schools.. The District has spaced out bonds to keep the tax rate as level as possible. Please prioritize children by making sure they have a good learning environment.
AuburnCitizens4schools@gmail.com

Rebuttal of statement in favor

It is disconcerting to hear school districts using incorrect mathematics in their fiscal arguments for their own tax measures. This is why there are checks and balances such as pro *and* con committees. This is why legislators need to apply the Truth In Lending Act (TILA) policies to school district bonds and levies. Taxpayers deserve accurate information. We are not voting on guesstimated future tax rates. We are voting on amounts in dollars.

Proposition No. 1**General Obligation Bonds - \$642,345,000**

The Board of Directors of Issaquah School District No. 411 adopted Resolution No. 1223 approving a proposition for bonds. This proposition would authorize the District to modernize buildings, undertake safety and security enhancements, upgrade facilities for energy efficiency, make improvements and additions to athletic facilities throughout the District, including lighting, construct and equip a new comprehensive high school and make other capital improvements; to issue \$642,345,000 of general obligation bonds maturing within a maximum of 20 years, and to collect excess property taxes annually to repay the bonds, as provided in Resolution No. 1223.

Should this proposition be:

Approved

Rejected

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



You will be voting to
Approve or Reject
Proposition No. 1

Requirement passage: 60% yes vote and a minimum turnout of 40% of voters casting ballots in last general election (Washington Constitution, art. VII, sec. 2(b))

Explanatory statement

The Board of Directors of Issaquah School District No. 411 adopted Resolution No. 1223 approving a proposition for bonds. This authorizes the District to undertake necessary interior and exterior safety and security upgrades, replacements, and enhancements; undertake necessary District-wide facility improvements, energy efficiency enhancements, modernizations, and/or renovations, including, but not limited to, water bottle filling stations; construct a new replacement for and/or remodel Gibson-Ek High School, Issaquah High School, Liberty High School, and Skyline High School in order to allow for expanded innovative and career preparation spaces; construct and equip a new comprehensive high school; construct additional and/or remodel common area and playground spaces to enhance safety and accessibility; undertake necessary upgrades and enhancements throughout the District to create multifunctional and sensory inclusive flexible learning environments; modernize curricular and athletic fields throughout the District to increase usability and efficiency; construct and equip aquatic spaces throughout the District to expand curricular and athletic offerings; add lighting at the following schools: Cougar Mountain Middle School, Beaver Lake Middle School, and Pacific Cascade Middle School to increase usability and efficiency of curricular and athletic fields; and provide for project management for the foregoing improvements, to issue \$642,345,000 of general obligation bonds maturing within a maximum of 20 years, and to collect excess property taxes annually to repay the bonds, as provided in Resolution No. 1223.

Exemptions from taxes may be available to certain homeowners. To determine if you qualify, call the King County Assessor at (206) 296-7300.

For questions about this measure, contact:**Martin Turney**

Chief of Finance and Operations
(425) 837-7011
turneym@issaquah.wednet.edu

Statement in favor

Dawn Peschek, Wright Noel, Korista Smith-Barney
www.visvote.org

Vote Yes for Our Kids and Safe Schools! Our future depends on our children's education.

An independent 60-person citizen committee from across our community reviewed and developed this bond proposal.

Safe Schools: This bond will improve safety and security by updating facilities to help prevent intruders from entering schools. *Repair and update aging buildings and equipment:* 27 school buildings need their roofs replaced! *Prepare students for good jobs:* This bond will implement career-focused and technical education programs including internships, certifications and work experiences in fields like healthcare, design, manufacturing, and STEAM. This means more opportunities for all students whether their plans include college, technical school or entering the workforce upon graduation. *Ensure equitable accessibility for all students:* This bond improves access and funds new learning and play spaces for students with disabilities. This bond *alleviates overcrowding* at Issaquah and Skyline High Schools and supports ISD's goal of reducing environmental impact and increasing energy efficiency.

This bond will facilitate Issaquah School District's objective to support all students no matter their income level, ethnicity, race, or religion. People move here so their students can attend our excellent schools. Join us in strengthening our community by supporting all students. Vote Yes!

Statement in opposition

Sam Lin, Daniel Sreebny, Michele Williams
ccare98027.com

We are parents and experienced educators. We support funding that serves the real needs of students and teachers – but we oppose fiscal misrepresentation and wasteful use of taxpayer dollars. Sadly, this proposal exemplifies both. *Vote No!*

The Issaquah School District has lost our trust and doesn't deserve your vote. They continue to insist on doing things the same old way. They inappropriately reassigned \$44,000,000 for the new High School that you voted for in 2022. Now they're asking you for that same money again. This Bond adds \$182,700,000, bringing the total cost of the new High School to over \$300,000,000. *Vote No!*

The flawed proposals and failed policies of the School District will cost homeowners thousands of dollars in additional taxes, for new construction that enrollment projections don't justify. That is on top of the \$814,000,000 still being paid off on the 2016 Bond. This Proposition doesn't address the real needs of students. *Vote No!*

The School Board and Administration haven't been listening to the people they serve. Demand the politicians and bureaucrats respect the concerns of the those they represent. Our children's future is at stake. This is your best opportunity to make your voice heard. Please *Vote No!*

Rebuttal of statement in opposition

Don't let a few nay sayers deceive you. Volunteers representing all areas and demographics of the district recommended the bond: <https://www.isd411.org/about-us/bondsandlevies/bond-committee>. The \$44M was repurposed in a public meeting to address urgent safety, security, and learning needs. All high schools are over capacity with more students projected. ISD needs a new high school.

And for a house valued at \$1M the bond will only cost the owner \$24 a month. Join the community, vote *Yes!*

Rebuttal of statement in favor

This proposal fails to adequately address the real needs of students and teachers. ISD bureaucrats want you to forget how they mismanaged and diverted taxpayer dollars in the recent past.

Tell the school district to go back to the drawing board and create a better proposal that truly supports the important educational needs of our students. *Vote No* until district bureaucrats offer a sensible and fiscally responsible proposal. It is *your* money, after all.

Proposition No. 1

Capital Projects and Technology Levy

The Board of Directors of Kent School District No. 415 adopted Resolution No. 1680 concerning a proposition for a replacement capital projects and technology levy. If approved, this proposition would authorize the District to levy the following excess taxes on all taxable property within the District, to provide funding for capital projects for student safety, security, instruction, classroom and support services, and technology needs.

Collection Year	Approximate Levy Rate/\$1,000 Assessed Value	Levy Amount
2025	\$0.72	\$32,200,000
2026	\$0.70	\$32,600,000
2027	\$0.68	\$33,000,000

Should this proposition be approved?

Yes

No

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



You will be voting
Yes or No
on Proposition No. 1

*Requirement passage: Simple majority
(Wash. Const. art. VII, sec. 2(a))*

Explanatory statement

Passage of Proposition No. 1 would allow Kent School District No. 415 to renew a capital projects and technology levy by levying \$32,200,000 for collection in 2025, \$32,600,000 for collection in 2026, and \$33,000,000 for collection in 2027. This new Proposition is for approximately half the amount of the April 2024 levy proposal that was not approved by the voters.

This levy would support critical student technology, safety, and health improvement programs and projects, including upgrades to building fire alarm systems; installation of new boilers, roofing and building siding improvements; replacement of a transportation fueling station; a new emergency generator for the child nutrition program refrigeration system; modernized Mill Creek Middle School and Kentridge High School athletic fields; and other capital improvements. In addition, the District would improve its technology systems by continuing its one-to-one computer device program; as well as refreshing safety intercom systems, voice amplification systems, and classroom display technologies. The levy would additionally enhance cybersecurity and disaster recovery infrastructure; make network infrastructure improvements; replace the district's data center uninterruptible power supply; and provide training and support for the foregoing.

Based on projected assessed valuation information, the District estimates tax rates of \$0.72 per \$1,000 of assessed value for collection in 2025, \$0.70 for collection in 2026 and \$0.68 for collection in 2027.

Tax exemptions may be available to homeowners who are 61 or older, or disabled, and who meet certain income requirements. For information regarding exemptions, call the King County Assessor at (206) 296-3920.

For questions about this measure, contact:

Dr. Wade Barringer
Deputy Superintendent
(253) 373-7001
Wade.Barringer@kent.k12.wa.us

Statement in favor

Leslie Hamada, Dana Ralph, Jeff Wagner
lesliehamada@comcast.net

The Kent School District community has always come together to support the critical needs of our community. We care deeply about our kids in this community and know that the only way at present we get our kids the most prepared for the world takes us beyond what the state model provides. We are urging all to vote *Yes* on this Levy because we are at a point where the proposal before you meet the bare minimum requirements of the district's needs for the next three years. The proposal is \$92 million less than last April's measure which is a reduction of 49%. We are asking our voters to consider the long-term health of the school system. Aging facilities, depleted programs, and failed school levies carry over to the negative impact on communities, and regardless if you have a student in the district, we all are impacted by property values and an educated public. The district has no on-going capital funding source beyond this year. In history there have been critical decisions made that changed the course of individuals future. We believe strongly the time is now for each of us to step up and "Put Our Kids *First!*"

Statement in opposition

Matthew Parrish, Joe Riley

How many capital levies must fail before KSD decides to listen to the community and create real change? Apparently, at least one more.

Supporters claim this levy is a 50% reduction, but it's only a reduction compared to the previously doubled ask. The existing levy will collect \$29.5 million in 2024, while this new levy would collect \$32.2 million in 2025, *an increase of almost 10%*.

Meanwhile, the district continues with no plan. They removed projects like air conditioning, accessible playground equipment, and secure school entrances, while keeping synthetic fields and roof replacements for portables. They claim these projects are emergencies, but the levy will take three years to fully collect. Which "emergencies" can wait three years to start? And how many more years will we have to wait to get air conditioning and more secure entrances?

Do not let the district scare you into a tax increase. According to the district's June 2024 financial report, they have nearly \$100 million in their capital fund balance, which is plenty to cover projects in 2025 while they work to approve a sustainable plan for 2026 and beyond. Vote *No* until the district shows real change and real accountability.

Rebuttal of statement in opposition

Voters deserve facts. Bare, bone projects selected for this levy are at or beyond their life expectancy and prioritized by need. The Levy at 97.8m, 49% less than the previous levy. Tax rate is reduced by 17% from \$3.55 to \$2.92 per thousand of assessed property. The Capital fund balance of \$97M is already set for designated projects. The Levy plan is on the KSD website. \$24,450,00 for technology opens world opportunities for our kids!

Rebuttal of statement in favor

The long-term health of our school system requires more than a minimally-funded levy; it requires trust, accountability, and follow-through. These are not traits that exist in KSD today. Promises from the 2016 bond have gone unfulfilled, capital projects are being approved with minimal board oversight, and the district repeatedly claims that levy projects can be changed at any time.

They promise future change, but we demand it now. Vote *No* until they listen.

Proposition No. 1**Construction Levy**

The Board of Directors of Lake Washington School District No. 414 adopted Resolution No. 2375 for an educational facilities capital levy. This proposition authorizes rebuilding/enlarging Alcott and Smith Elementary Schools, Kamiakin and Evergreen Middle Schools, and upgrades to the fieldhouse/community pool at Juanita High School; and authorizes the following excess levies for such purposes on all taxable property within the District:

Collection Years	Approximate Levy Rate/\$1,000 Assessed Value	Levy Amount
2026	\$0.35	\$37,900,000
2027	\$0.61	\$69,000,000
2028	\$0.63	\$75,500,000
2029	\$1.10	\$138,900,000
2030	\$1.31	\$172,500,000
2031	\$1.32	\$183,100,000

as provided in the Resolution. Should this proposition be approved?

Yes

No

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



You will be voting
Yes or No
on Proposition No. 1

*Requirement passage: Simple majority
(Wash. Const. art. VII, sec. 2(a))*

Explanatory statement

Lake Washington School District requests voter approval of a Construction Levy to fund the *Building Excellence* plan and enables the district to pay critical construction needs not funded by the state and needed to meet current and future needs of its students. The district has aging facilities that no longer meet health, safety and learning standards.

These funds would be deposited in the Capital Projects Fund to pay for construction and modernization of school facilities, providing permanent space for approximately 900 students and reducing the reliance on portables. Projects include rebuilding and enlarging Alcott and Smith Elementary Schools, Kamiakin and Evergreen Middle Schools and upgrading and modernizing the fieldhouse and community pool at Juanita High School.

Passage of this proposition would provide an average of \$112.8 million per year over six years, beginning in 2026. If authorized by the voters and based on current assessed valuation information, estimated levy rates would average \$0.89 per thousand per year of assessed valuation over the six years. The majority of the levy rate will be offset as past bonds are paid off and prior construction levies expire. The exact levy rate shall be based upon the actual assessed value of the property within the District at the time of the levy.

Further information is available on the district's website at www.lwsd.org.

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

For questions about this measure, contact:

Shannon Parthemer
Communications Director
(425) 936-1342
sparthemer@lwsd.org

Statement in favor

Kelli Curtis, Angela Birney, Kali Clark
Vote4lwsdkids.org

Ensuring every student in the Lake Washington School District learns in a safe and healthy school is a responsibility we share as a community. Prop. 1 will rebuild and expand our oldest schools, moving kids out of portables and into permanent classrooms while providing students with the space they need to thrive.

This levy focuses on aging buildings, ensuring that every school in our district meets current seismic standards, adopts the latest in health and safety guidelines, and can leverage modern education technology. If the heat goes out in February, kids aren't learning much that day. By rebuilding aging facilities, we enable our kids to focus on learning and our teachers to focus on teaching.

Voting yes replaces 40 portable classrooms and provides improved educational environments for more than 3,000 students. This levy only asks for what we need for our oldest facilities, creating more sustainable and energy efficient buildings, which are less expensive to maintain.

Investing in our students and schools not only benefits our children, but also strengthens our local community. All students deserve access to safe, healthy, and productive learning environments. *Please join community leaders, elected officials, and your neighbors in voting yes for our schools!*

Statement in opposition

Susan Wilkins
ParentsForEducation@yahoo.com

There are three good reasons to vote "No" on this levy!

One: *This is the worst time to increase property taxes!* Inflation is high; food, gas, and housing costs are rising; a recession and layoffs are threatening. Families are struggling to pay bills. This levy asks for an astounding \$676,900,000 to rebuild only four schools: Evergreen (\$220,000,000), Kamiakin (\$190,000,000), Smith (\$130,000,000) and Alcott (\$95,000,000). This levy is a new, additional tax averaging \$1,285 per year for the next 6 years on a median priced home!

Two: *Location, Location, Location!* Evergreen Middle School and Alcott Elementary are located in rural King County – far from the communities where most families live. Hundreds of students are bussed miles to these remote schools daily from Redmond and Sammamish because there isn't adequate school capacity within the cities. Rebuilding these schools at their current sites commits families to 40 years of traveling out to rural King County instead of having students walking or biking to a nearby neighborhood school.

Three: *A "No" vote isn't a vote against education.* It's a vote demanding that LWSD build schools inside the community where they are accessible and conveniently located. It tells LWSD to spend our tax dollars wisely.

Rebuttal of statement in opposition

Our priority is the safety and well-being of all students. These schools are located where they can meet the community's needs – serving Kirkland, Sammamish, and Redmond – and every one of these schools is over-capacity, with Alcott at 131%.

Delays would only increase building costs. This measure is largely offset by expiring bonds and levies, keeps our local education tax rate stable, and below many neighboring districts. Get the facts at lwsd.org - Vote yes!

Rebuttal of statement in favor

Four schools for \$676,900,000 with nearly half the funds spent on rural schools is misguided! In comparison, the 2016 LWSD bond measure built 6 schools (Juanita HS, Timberline MS, and 4 elementaries) for \$398,000,000 *in communities where they're needed.*

The median price for a new middle school is \$80,000,000. Timberline MS was completed in 2019 for \$77,000,000. Middle schools shouldn't cost \$200,000,000. This levy will result in a significant tax increase that many cannot afford.

Full text of Ordinance 127053

AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 5, 2024, a proposition authorizing the City to levy regular property taxes for up to eight years in excess of the limitation on levies in chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; applying RCW 84.36.381's senior citizens and disabled persons exemption; and ratifying and confirming certain prior acts.

WHEREAS, Seattle is currently updating its Comprehensive Plan to accommodate a population expected to approach nearly a million people by 2044 served by an abundant supply of housing concentrated in walkable, mixed-use, transit-rich Regional Centers, Urban Centers and Neighborhood Centers that will need to be served by a more robust and modern transportation system that is well-maintained, safe, sustainable, and multi-modal; and

WHEREAS, the draft One Seattle Comprehensive Plan Update foresees 158,000 added jobs in Seattle over the next 20 years that will require a more efficient transportation system to ensure access to those jobs for people who reside within the City, as well as those who commute to jobs in Seattle from around the rest of the Puget Sound region; and

WHEREAS, Seattle is a built-out city where the only way to create additional capacity is through efficient use of our existing network of streets that needs to support the above-cited growth in residents and jobs without creating added noise and emissions of greenhouse gases and other pollutants, while preserving capacity for emergency response and for moving goods; and

WHEREAS, Seattle's transportation system must accommodate the City's goals of promoting more economic vibrancy within neighborhood business districts, manufacturing and industrial centers, and across the city and greater Puget Sound region; and

WHEREAS, the City has a Vision Zero goal of ending traffic deaths and serious injuries by 2030 through implementation of the federal Safe System approach to road safety; and

WHEREAS, electric vehicles are a key element of Seattle's climate strategy, and the Electric Power Research Institute, working with the City, has identified the need for at least 6,050 level 2 and 1,900 level 3 public charging stations in Seattle by 2030 to meet anticipated demand; and

WHEREAS, transportation policies and decisions over the last century have had a profound impact on public health, especially within lower income and communities of color, whether through disproportionate impacts from diesel particulate and other harmful air emissions, to higher levels of noise pollution, as well as higher proportions of traffic deaths and serious injuries; and

WHEREAS, as a city, state, and nation we have concentrated transportation investments in ways that have only reinforced patterns of redlining and other government policies that limited housing options to communities of color by directing investments away from those communities into the wealthier and whiter communities that have historically had more power to advocate for their needs and desires with elected officials; and

WHEREAS, these disproportionate impacts have resulted in measurably less access to educational and work opportunities for communities of color as well; and

WHEREAS, a quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network; and

WHEREAS, pedestrian mobility is an equity issue, and Seattle's built environment reflects inequity in the pedestrian network; and

WHEREAS, when the area from N 85th St to N 145th St was incorporated into Seattle in 1954, new sidewalks were promised, but significant gaps remain with 36% of Seattle's missing sidewalks in North Seattle; and

WHEREAS, in 2018, the City convened a Transportation Equity Workgroup consisting of community members most impacted by transportation inequities that, in 2021, issued a Transportation Equity Framework to build on the City's 2004 Race and Social Justice Initiative with a guide for Seattle Department of Transportation (SDOT) decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system; and

WHEREAS, the City aims to invest in transportation improvements equitably, consistent with Ordinance 126799, Seattle's Race and Social Justice Initiative, and SDOT's Transportation Equity Framework while also advancing race and gender equity in contracting as outlined in Executive Order 2023-07, Equity and

Opportunity in City Contracting, and Seattle Municipal Code Chapter 20.42, Equality in Contracting; and

WHEREAS, in 2001, voters statewide approved Initiative 747, later affirmed by the Washington State Legislature in 2007, which capped the growth in property tax without special approval of the voters at one percent plus the value of new construction; and

WHEREAS, voter-approved transportation funding has become a necessity due to state policies that prevent the City's General Fund revenues from keeping up with inflation or population growth while more traditional sources of funding for maintenance and capital improvements such as local share gas tax, federal earmarks, federal block grants programs, and more localized local-improvement districts have diminished or disappeared altogether, resulting in reduced available resources to adequately and sustainably fund transportation improvements and maintenance citywide; and

WHEREAS, macroeconomic factors, including rapid inflation and the increasing cost of labor and materials, paired with the declining condition and increasing wear of Seattle's transportation infrastructure, directly results in greater funding need; and

WHEREAS, the first Seattle transportation levy, Bridging the Gap, funded significant transportation system maintenance and upgrades, and met or exceeded nearly all of the commitments made as part of the voter-approved measure, including the paving of 225 lane-miles of streets, rehabilitation or seismic retrofit of 12 bridges, replacement of 90,000 street signs, enhancement of three transit corridors, construction of 120 blocks of new sidewalk, restriping of 5,000 crosswalks, implementation of 48 Safe Routes to School projects and 30 Neighborhood Street Fund projects and development of a robust asset management program that has identified and catalogued the condition of transportation assets and their maintenance needs; and

WHEREAS, the 2015 Levy to Move Seattle built on the successes of Bridging the Gap by increasing funding for system maintenance and upgrades, and is on target to meet or exceed nearly all of the commitments made as part of the voter-approved measure, including the paving of an estimated 180 lane-miles of streets, rehabilitation or seismic retrofit of 16 bridges, replacement of 30,000 street signs, enhancement of seven transit corridors, construction of 250 blocks of new sidewalk, restriping of 13,075 crosswalks, implementation of 207 Safe Routes to School projects and 35 Neighborhood Street Fund projects and significant enhancement of the asset management system first developed and deployed through the previous Bridging the Gap Levy; and

WHEREAS, the Levy to Move Seattle revenue accounts for over 30 percent of the Seattle Department of Transportation's dedicated transportation revenue and serves as a critical resource for maintaining bridges, repairing roads, and filling potholes; and

WHEREAS, the Levy to Move Seattle expires at the end of 2024 and the funding it provides needs to be replaced to continue critical maintenance and modernization of Seattle's transportation system; and

WHEREAS, the \$930 million in Levy to Move Seattle revenues leveraged another \$400 million in grants and partnership funds and, thanks to the Bipartisan Infrastructure Law and other opportunities that have emerged in recent years, a new levy is expected to leverage significant outside funding for City transportation improvements; and

WHEREAS, these critical maintenance and modernization needs include safety improvements that will make bridges and streets safer, better maintain streets and sidewalks, ensure that first responders can arrive to aid residents with medical, fire and other emergencies, and accommodate safer travel across all modes; and

WHEREAS, SDOT will continue to engage and collaborate with the Seattle Fire Department and other emergency responders to ensure that any projects that propose to reconfigure the right-of-way or add elements intended to reduce vehicle speeds continue to maintain access for emergency responders, including fire trucks, while also improving safety for users of the roadway; and

WHEREAS, careful maintenance of transportation infrastructure today can lessen the expense of increased maintenance tomorrow; and

WHEREAS, SDOT estimates that the average Pavement Condition Index score in 2024 for arterial streets is 61 (on a 100-point scale); and

WHEREAS, SDOT's 2020 Asset Status & Condition Report identified an Asset Sustainability Ratio of 0.4 for arterial streets, which is below the target ratio of 1.0 to maintain existing pavement quality; and

WHEREAS, pothole repair and prevention are key programs to extend the useful

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life of Seattle's aging roads; and

WHEREAS, the need to facilitate safe and reliable movement of freight and goods is essential to an economically vibrant city, and approximately 95,000 people – or 15 percent of all jobs in Seattle – are employed within the city's two manufacturing and industrial centers; and

WHEREAS, Seattle strives to create and maintain a safe, efficient and reliable transportation system; and

WHEREAS, the West Seattle Bridge closure and repair from 2020 to 2022 demonstrate the need to focus on basic transportation infrastructure, while also highlighting the essential role that bridges play every day in 1) safely and efficiently connecting people and communities, 2) enabling vital commercial and industrial activity, locally, regionally, statewide, and internationally, and 3) serving as a critical backbone of Seattle's economy; and

WHEREAS, after many years of under-investment in basic road and bridge maintenance, our arterials, non-arterials and bridges need a significant course change to arrest their decline, and begin to catch up on these needs; and

WHEREAS, through Resolution 32131 the City Council has adopted the Seattle Transportation Plan, a multi-modal transportation vision and strategy for the next 20 years that, combined with SDOT's Asset Management Strategy and Vision Zero Program, will help the department prioritize investments to meet the goals of the new One Seattle Comprehensive Plan along with maintaining funding for the maintenance, safety, and equity needs cited above; and

WHEREAS, the Seattle Transportation Plan is rooted in a vision of Seattle in 2044, conceptualizing an equitable, vibrant, and diverse city where moving around is safe, fair and sustainable, built around the goals of safety, equity, sustainability, mobility and economic vitality, livability and maintenance, and modernization; and

WHEREAS, the Seattle Transportation Plan was co-created through robust and extensive involvement with community and stakeholders, including three inclusive phases of engagement that resulted in over 78,000 individual data points from: over 9,000 people; more than 130 community events attended; nearly 100 meetings and briefings; over 60,000 visits to an online engagement hub; and over 170 social media posts; and

WHEREAS, the adopted Seattle Transportation Plan sets forth several goals to guide future investments in transportation, including prioritizing safety for all travelers, restorative practices to address transportation related inequities, responding to climate change through innovation and a lens of climate justice, providing reliable and affordable travel options that help people and goods get where they need to go, reimagine city streets with places for people to safely linger and play, and improving city infrastructure for the future; and

WHEREAS, as part of Resolution 32131, the City Council called for a draft transportation levy proposal that prioritized maintenance of bridges and roads, a once-in-a-generation investment in new sidewalks, electric vehicle charging infrastructure, improvements to the transit rider experience, Vision Zero programs and projects, improving the on-time performance of transit in the Denny Way corridor, and improving the safety of Lake Washington Boulevard; and

WHEREAS, the Move Seattle Levy Oversight Committee recommended submitting a levy renewal proposal to voters and recommended pursuing additional funding strategies necessary to address markedly deteriorating infrastructure and to begin to catch-up on basic road and bridge maintenance needs; and

WHEREAS, Mayor Harrell released a draft transportation levy proposal on April 4, 2024, and since then the City has received over 1,000 additional comments; and

WHEREAS, those comments have been incorporated into this proposal through additional investments in sidewalks, transit reliability, bike network expansion, neighborhood safety improvements, preventative bridge maintenance and Transportation Funding Task Force to address longer term needs for sidewalks, bridges and other transportation infrastructure needs; and

WHEREAS, The City of Seattle intends to place a levy proposal on the November 5, 2024, general election ballot to replace the expiring Levy to Move Seattle in order to continue to meet the City's transportation needs over the next eight years; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Definitions. As used in this ordinance, the following words when capitalized have the following meanings:

"City" means The City of Seattle.

"Levy Proceeds" means that portion of regular property taxes levied and

collected as authorized by voter approval pursuant to this ordinance that are above the growth limit on levies in RCW 84.55.010, and all interest and other earnings thereon, and, if the City issues bonds, notes, interfund loans, or other evidences of indebtedness payable wholly or in part from the additional taxes authorized under this ordinance, as permitted by Section 4 of this ordinance, then Levy Proceeds also includes the proceeds of those bonds, notes, interfund loans, or other evidences of indebtedness.

"Transportation Improvements" means the categories and program areas referred to in Section 6 of this ordinance, with such modifications as the City may from time to time authorize by ordinance.

Section 2. Levy of Regular Property Taxes Submittal. The City submits to the qualified electors of the City a proposition as authorized by RCW 84.55.050 to exceed the levy limitation on regular property taxes contained in RCW 84.55.010 for property taxes levied in 2024 through 2031 for collection in 2025 through 2032 respectively, solely for the purpose of raising up to \$1,550,000,000 in aggregate over a period of up to eight years for transportation purposes. The proposition shall be limited so that the City shall not levy more than \$187,000,000 in the first year, in addition to the maximum amount of regular property taxes it could have levied consistent with chapter 84.55 RCW in the absence of this ordinance. Subsequent levies' limitation computations incorporate 2025's levy dollars. In accordance with RCW 84.36.381 and RCW 84.55.050, the City exempts the proposed increased regular property taxes for certain seniors, veterans with disabilities, or other persons with disabilities who qualify under 84.36.381. Pursuant to RCW 84.55.050(4), the maximum regular property taxes that may be levied in 2032 for collection in 2033 and in later years shall be computed as if the limit on regular property taxes had not been increased under this ordinance.

Section 3. Deposit of Levy Proceeds. Unless otherwise directed by ordinance, all Levy Proceeds shall be deposited in the Transportation Levy Fund to fund Transportation Improvements. The Levy Proceeds may be temporarily deposited or invested in such manner as may be lawful for the investment of City money and all investment earnings shall be deposited in the Transportation Levy Fund. The Director of Finance is authorized to create other accounts within the Transportation Levy Fund as may be needed or appropriate to implement the purposes of this ordinance.

Section 4. Bond and Notes. To the extent permitted by applicable law, the City may issue bonds, notes, or other evidences of indebtedness payable wholly or in part from the additional taxes authorized under this ordinance, and may pledge and may apply such taxes to the payment of principal of, interest on, and premium (if any) on such bonds, notes, or other evidences of indebtedness and to the payment of costs associated with them.

Section 5. Use of Levy Proceeds. The Levy Proceeds shall be used solely for Transportation Improvements in accordance with the provisions in Section 6 of this ordinance and in accordance with RCW 84.55.050. The City Council expects to appropriate or transfer General Fund revenues in the annual budget for transportation purposes. The minimum annual expected appropriation or transfer (Minimum Annual General Fund Appropriation) is \$50,740,000 in the first year of the levy; the Minimum Annual General Fund Appropriation thereafter shall be increased by an inflationary factor on an annual basis. If the Council does not appropriate or transfer the Minimum Annual General Fund Appropriation in a given year, then the Council may not levy any taxes authorized by this ordinance, for collection in the following budget year, unless the City Council by a 3/4 vote determines that economic or financial conditions prevent the Council from appropriating the Minimum Annual General Fund Appropriation for that year.

The annual inflationary factor will be the lesser of: three percent; or the percent change in the Consumer Price Index for All Urban Consumers in Seattle-Tacoma-Bellevue (CPI-U) for the 12-month period ending in June of the current budget year relative to the 12-month period ending in June of the prior budget year. In the event that the CPI-U for the 12-month period ending in June of the prior budget year is less than zero, the annual inflationary factor will be zero for that year.

Section 6. Transportation Improvements. Transportation Improvements will be focused among the project and program areas, as described in this section and Attachment A to this ordinance, that will be undertaken with the levy revenues.

A. Vision Zero, School and Neighborhood Safety, which includes improvements such as Aurora Avenue and other corridor safety improvements; Safe Routes to School improvements and student safety education; neighborhood-initiated safety partnerships; and a citywide project fund to address emerging neighborhood concerns and requests;

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B. Street Maintenance & Modernization, including arterial street maintenance, paving spot improvements, and curb and pavement markings;

C. Bridges and Structures, including bridge structural repairs and upgrades, preventative bridge maintenance, bridge and seawall replacement project development and design, and areaway improvements;

D. Transit Corridors and Connections, including transit spot improvements, transit ambassadors, corridor project development, Link Light Rail access projects, and RapidRide and Frequent Transit Network corridor improvements;

E. Pedestrian Safety, such as new sidewalks, sidewalk safety repairs, planning for longer term sidewalk and infrastructure solutions, stairway improvements, Americans with Disability Act (ADA) improvements and pedestrian crossing improvements;

F. Signals and Operations, including transportation system optimization and modernization; new traffic signals and major maintenance, sign maintenance, and Transportation Operations Center operations;

G. Bicycle Safety, including neighborhood greenways, bike lane maintenance, new protected bike lanes, upgraded protected bike lanes, and bikeway spot improvements;

H. People Streets and Public Spaces, including People Streets capital program, downtown activation, and People Streets and wayfinding improvements, and pedestrian lighting;

I. Climate and Resiliency, including transportation electrification, Low Pollution Neighborhoods implementation, and urban forestry improvements and maintenance;

J. Freight and Goods Movement, including freight spot improvements, Heavy Haul Network support, and major truck street paving and bridge repair projects; and

K. Good Governance & Equitable Implementation Initiative, including support for the Levy Oversight Committee, property tax relief education, and evaluation and development of funding strategies and policies for delivering transportation infrastructure.

In the annual City budget or by separate ordinance, the City shall from year-to-year determine the Transportation Improvements and funding allocations that will most effectively achieve the Levy goals and outcomes. Within a budget year, the City is authorized to reallocate unexpended and unencumbered funds from one project or program to another within each of the 11 core categories outlined in this section by making operating budget transfers consistent with Seattle Municipal Code Section 3.14.220.

The City anticipates collecting \$1.55 billion in Levy Proceeds over an eight-year span. The City shall appropriate the following eight-year amounts of Levy Proceeds for each category of spending in Attachment A to this ordinance as follows:

- i. \$160.5 million for Vision Zero, School and Neighborhood Safety;
- ii. \$403 million for Street Maintenance and Modernization, including no less than \$330 million for Arterial Roadway Maintenance;
- iii. \$221 million for Bridges and Structures;
- iv. \$151 million for Transit Corridors and Connections;
- v. \$193 million for Pedestrian Safety, including no less than \$111 million for New Sidewalks and Sidewalk Alternatives and no less than \$34 million for Sidewalk Safety Repair;
- vi. \$100 million for Signals and Operations;
- vii. \$133.5 million for Bicycle Safety;
- viii. \$66.5 million for People Streets and Public Spaces;
- ix. \$69 million for Climate and Resiliency, including no less than \$32 million for electric vehicle charging infrastructure;
- x. \$45 million for Freight and Goods Movement; and
- xi. \$7.5 million for Good Governance & Equitable Implementation Initiative.

The eight-year appropriation amounts of Levy Proceeds for each core category established in this section may be changed by: (a) up to ten percent of the amount listed for each category by ordinance, after the Levy Oversight Committee has been given an opportunity to comment; and (b) more than ten percent of the amount listed for each core category by ordinance by a 3/4 vote of the City Council.

The City will seek to maximize the potential of the Levy Proceeds by pursuing complementary grant funds, by engaging in partnerships with other agencies, and by identifying improvements in efficiencies and effectiveness.

Section 7. Oversight Committee. Conditioned upon voter approval of the ballot proposition submitted by this ordinance, there is established an Oversight Committee to monitor revenues, expenditures, and program and project implementation, and to advise the City Council, the Mayor and the Seattle Department of Transportation on the spending of Levy Proceeds and the performance of Levy programs consistent with this proposition in order to ensure transparency and accountability to Seattle taxpayers. The Committee will annually review the Seattle Department of Transportation's program and project priorities, spending, and revised financial plans; and the Committee may audit Levy funded programs. The Oversight Committee may make recommendations to the Mayor and City Council regarding the spending of Levy Proceeds.

The Oversight Committee shall consist of 19 members: the Chair of the City Council's Transportation Committee or its successor committee with responsibility for transportation; the City Budget Director; one representative each chosen by and from among the respective members of the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, and Seattle Freight Board; a young member selected through the Get Engaged program, seven Seattle residents appointed by the City Council held by a representative of each Council District; and five Seattle residents appointed by the Mayor. Consistent with the City's Race and Social Justice Initiative and (Ordinance 126799) and the Department's Transportation Equity Framework, SDOT shall strive to ensure that at all times at least four members of the Levy Oversight Committee, whether in appointed or designated seats, represent census tracts identified Highest and Second Highest Equity Priority under the City of Seattle Racial and Social Equity Index. SDOT shall strive to ensure that at all times at least two members of the Levy Oversight Committee have auditing experience.

The initial terms for appointed members shall be four years. The terms shall commence on January 1, 2025. Upon the resignation, retirement, death, incapacity, or removal of an Oversight Committee member, the authority appointing such member may appoint a replacement for the balance of the term. Late appointments or confirmations shall also be for the balance of a term. All five members appointed by the Mayor shall be subject to confirmation by the City Council. Any vacancy in an unexpired term shall be filled in the same manner as the original appointment. A member whose term is ending may continue on an interim basis as a member with voting rights until such time as a successor for that position has been appointed or, for the five residents appointed by the Mayor, confirmed.

The Oversight Committee will select a leadership team, which may consist of a chair, co-chairs, vice-chair, secretary, or other roles, and may adopt rules for its own procedures, including quorum requirements and frequency of meetings. Meetings of the Oversight Committee will be open to the public consistent with the Open Public Meetings Act, chapter 42.30 RCW.

Between January 1 and April 30 of 2032, the Oversight Committee may make a recommendation to the Mayor and City Council regarding the advisability of proposing to Seattle voters a replacement levy that would continue funding transportation improvements once this one expires at the end of 2032.

The factors to be considered by the Oversight Committee in making any such recommendations will include but are not limited to: (a) the City's success in project implementation, including its ability to manage and control project costs; and (b) the underlying need for funding to support the uses identified in Section 6 of this ordinance. The Mayor and City Council will consider any timely recommendations that may have been made by the Oversight Committee.

The Seattle Department of Transportation shall provide staff and logistical support for the Oversight Committee. The Oversight Committee shall continue in existence through December 31, 2032, and thereafter if so provided by ordinance.

Section 8. Reporting. The Director of Transportation will prepare and submit to the City Council, the Mayor, and the Oversight Committee an annual progress report on levy spending and project and program delivery, including accomplishments and progress on delivering Estimated Investments in Attachment A to this ordinance. The Oversight Committee will work with City staff in the first year of the levy to determine an evaluation and reporting structure and cadence that best allows the Oversight Committee to perform their oversight duties. The Director of Transportation will also annually revise and deliver to the City Council, the Mayor, and the Oversight Committee a Transportation Improvements financial plan. The Seattle Department of Transportation shall make on-line dashboard reporting of levy program spending and deliverables available to the public, similar to the dashboard reporting provided for the Levy to Move Seattle.

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Section 9. Election Ballot Title. The City Council directs that the City Clerk file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting that the Director of Elections call and conduct a special election in the City in conjunction with the general election to be held on November 5, 2024, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance. The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071. The following ballot title containing a statement of subject and concise description is submitted to the City Attorney for consideration:

CITY OF SEATTLE

PROPOSITION NO. 1

The Mayor and Seattle City Council passed Ordinance XXXX, concerning replacing funding for citywide transportation maintenance and improvements.

If approved, this proposition would replace an expiring levy to fund safety and access projects, such as: paving, sidewalk and bridge maintenance, and infrastructure modernization; transit improvements; improved connections to light rail; new sidewalks; and climate pollution reductions.

It authorizes an eight-year increase of approximately \$0.65/\$1,000 in assessed value, for collection beginning in 2025. It cannot increase the City's total rate above \$3.60/\$1,000. Subsequent levies' limitation computations incorporate 2025's levy dollars. RCW 84.36.381's senior citizens and disabled persons exemption applies.

Should this levy be approved?

Levy, Yes

Levy, No

Section 10. Section Titles. Section titles are for convenient reference only and do not modify or limit the text of a section.

Section 11. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances, including the validity of authorizing additional taxes by levy.

Section 12. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 13. Those portions of this ordinance providing for the submission of a ballot proposition to the voters shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070. Those portions of this ordinance that are dependent upon voter approval of said ballot proposition shall take effect in accordance with applicable law.*

Did you know?



Official King County Elections ballot drop

boxes are the best way to return your ballot directly to Elections Headquarters. Official ballot drop boxes are safe, convenient, and open until the last minute! Ballots returned at a ballot drop box on Election Day are guaranteed to be considered on time if placed in a box before 8:00 p.m.



Official drop boxes are tamper-proof and virtually indestructible. Each drop box weighs 1,000 pounds and is bolted into the concrete. They are equipped with multiple security features, including fire stops, multiple locking mechanisms, and tamper-evident seals that are logged and inspected each time a box is emptied by trained staff.

A school bus once hit one of our official ballot drop boxes!

The drop box was fine, but as our Elections Director, Julie Wise, said, *"the school bus, not so much."*

Full text of Ordinance 127053 Attachment A

**Attachment A: Transportation Levy Spending Breakdown
Seattle Transportation Levy (July 2, 2024)**

The Seattle Department of Transportation anticipates funding for the following project and program areas over the 8-year property tax levy. Annual budget appropriations will be made through the city budget. Expected additional leverage amounts are estimated grant and partnerships funds estimated to be secured and spent in order to complete or supplement project and program areas as identified below.

These investments are in support of the goals set forth in the Seattle Transportation Plan, a 20-year vision for the future of our transportation system:

- Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes
- Co-create with community and implement restorative practices to address transportation-related inequities

- Respond to climate change through innovation and a lens of climate justice
- Provide reliable and affordable travel options that help people and goods get where they need to go
- Reimagine city streets as inviting places to linger and play
- Improve city transportation infrastructure and ready it for the future

The Estimated Investments identified in this document will provide the basis for the Seattle Department of Transportation's reporting on levy progress.

Vision Zero, School and Neighborhood Safety: Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.

Category	Estimated Investments	Levy Funding
Vision Zero	Implement: <ul style="list-style-type: none"> • Safety redesign projects on up to 12 corridors on the High Injury Network • Responsive safety projects at up to 40 high-collision locations • Leading pedestrian intervals at 280 intersections • Traffic calming on 50 corridors Anticipated Initial Vision Zero projects on: <ul style="list-style-type: none"> • Aurora Ave N • N/NE 85th St • S Othello St • N 105th St/Holman Rd NW • Dexter Ave N • Lake City Way NE • 4th Ave S • MLK Jr Way S • Rainier Ave S • Lakeside Ave S at Lake Washington Blvd • N/NE 50th St • Other projects as identified in Vision Zero work plans 	\$70M
Safe Routes to School	<ul style="list-style-type: none"> • Contribute to at least 70 projects to improve safety and fund safety education programs at public schools 	\$14M
Aurora Avenue N Safety	<ul style="list-style-type: none"> • Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St and implement safety improvements including pedestrian lighting and plant trees along Aurora Ave N. 	\$30M
Neighborhood-Initiated Safety Partnership Program	<ul style="list-style-type: none"> • Build at least 10 neighborhood-initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access. 	\$39.5M
Neighborhood Scale Traffic Safety Programs	<ul style="list-style-type: none"> • Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access. 	\$7M
Levy Funding		\$160.5M
Expected Additional Leverage		\$74M-\$90M

Full text of Ordinance 127053 Attachment A

Street Maintenance and Modernization: Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit.		
Category	Estimated Investments	Levy Funding
Arterial Roadway Maintenance	<ul style="list-style-type: none"> • Repave approximately 15 major corridors. This will include a combination of roadway reconstruction and preservation projects. Initial projects are anticipated to include portions of the following: <ul style="list-style-type: none"> • N 130th St: 1st Ave NW to I-5 • Roosevelt Way NE: NE 92nd St to Pinehurst Way NE • E Marginal Way S: 1st Ave S to 16th Ave S • Rainier Ave S: S Walden St to S Jackson St • Additional corridors that will be evaluated for specific paving extents through a design process include: <ul style="list-style-type: none"> • 15th Ave NE: Pinehurst Way NE to NE 145th St • Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE • NE 65th St: 2nd Ave NE to 35th Ave NE • NW Market St: 15th Ave NW to 24th Ave NW • 23rd Ave E/24th Ave E: E John St to Lake Washington Blvd • Elliott Ave/Western Ave: Bell St to Thomas St • James St: 3rd Ave to Broadway • Beacon Ave S to support Route 36 improvements • 35 Ave SW: SW Alaska St to SW Morgan St • S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5 • Olson Pl SW/1st Ave S: 2nd Ave SW to SW Cloverdale St • S Henderson St: MLK Jr Way S to Seward Park Ave S • Fauntleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements 	\$330M
Paving Spot Improvements	<ul style="list-style-type: none"> • Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets • Fill 80% of reported potholes within 72 hours 	\$67M
Markings	<ul style="list-style-type: none"> • Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway 	\$6M
Levy Funding		\$403M
Expected Additional Leverage		\$19M-\$24M

Bridges and Structures: Keep bridges and structures in reliable working condition and prepare for future bridge projects.		
Category	Estimated Investments	Levy Funding
Bridge Structural Repairs and Upgrades	<ul style="list-style-type: none"> • Upgrade electrical and mechanical systems on moveable Ship Canal Bridges: <ul style="list-style-type: none"> • Ballard Bridge • Fremont Bridge • University Bridge • Make structural repairs on: <ul style="list-style-type: none"> • Ballard Bridge, including potential pedestrian improvements • Magnolia Bridge, including potential type/size/location studies for replacement, seismic improvements, and/or improving emergency access to Magnolia 	\$71M
Bridge Preventative Maintenance	<ul style="list-style-type: none"> • Implement preventative maintenance for the City's 134 bridges, making optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repairs 	\$127M

Full text of Ordinance 127053 Attachment A

Project Readiness	<ul style="list-style-type: none"> • Advance 6 structures in preparation to seek funding partnerships for future replacement: <ul style="list-style-type: none"> • Elliott Bay Seawall Phase II (north segment) • 1st Ave S Bridge over Argo Railyard • 4th Ave S Bridge over Argo Railyard • W Dravus Street over Railyard • NE 45th St Viaduct Central Span • Magnolia Bridge Replacement Alternatives Cost Estimate updates 	\$20M
Areaways	<ul style="list-style-type: none"> • Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs 	\$3M
Levy Funding		\$221M
Expected Additional Leverage		\$45M-55M

Transit Corridors and Connections: Connect people safely to transit hubs, including Link light rail stations and bus stops; and reduce delays on bus routes.

Category	Estimated Investments	Levy Funding
Transit Spot Improvements	<ul style="list-style-type: none"> • Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance pinch points affecting multiple routes, such as: <ul style="list-style-type: none"> • SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 128 • MLK Jr Way S between S Myrtle St and S Othello St along Route 106 • E Jefferson St between 9th Ave and 12th Ave along routes 3 and 4 • W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32 	\$27M
Transit Passenger Safety	<ul style="list-style-type: none"> • Invest in strategies that increase transit rider safety and security, including transit and public safety personnel services in coordination with King County Metro, Sound Transit, and/or other transit agencies 	\$9M
Transit Improvements and Access to Light Rail	<ul style="list-style-type: none"> • Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including: <ul style="list-style-type: none"> • Rainier Ave S • Beacon Ave S • Aurora Ave N (funded via Vision Zero, School and Neighborhood Safety) • Denny Way/Olive Way • Build access projects to Link light rail stations such as enhanced bus stops, sidewalks, crossings, bike lanes, and/or lighting: <ul style="list-style-type: none"> • N 130th St • S Henderson St • Judkins Park Station Connections • Advance key connections to future Link light rail stations in coordination with partner agencies: <ul style="list-style-type: none"> • NE 145th St • SW Alaska St • 4th Ave S • S Graham St • East-West South Lake Union Transit Connections • Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion • Support community-based planning and improvements around the future Graham light rail station and Chinatown/International District light rail station 	\$115M
Levy Funding		\$151M
Expected Additional Leverage		\$143M - \$175M

Full text of Ordinance 127053 Attachment A

Pedestrian Safety: Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.		
Category	Estimated Investments	Levy Funding
New Sidewalks and Sidewalk Alternatives	<p>Support construction of at least 350 blocks of new sidewalks, including:</p> <ul style="list-style-type: none"> • 320 blocks of new sidewalks and sidewalk alternatives, with 250 of these blocks complete or in construction by 2029 • 30 blocks of new sidewalks located on the frequent transit network, separate from sidewalks delivered as part of the Aurora Avenue N Safety project • Build any new sidewalks and sidewalk alternatives within: the 1-mile walkshed network of any school (K-12) and/or local transit stop (transit that runs every half an hour) <p>Anticipated initial projects include:</p> <ul style="list-style-type: none"> • 1st Ave NE: NE 120th St – NE 130th St • SW Brandon St: 26th Ave SW to 30th Ave SW • NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE • Renton Ave S: 35th Ave S to S Dawson St • Greenwood Ave N: N 112th St to N 117th St • Gilman Ave W: W Manor Pl to 28th Ave W • NE 130th St Light Rail Station walkshed • 30th Ave NE: complete missing sections between NE 127th St to NE 145th St <p>A minimum of 36% of new sidewalks and sidewalk alternatives delivered by this program will be in District 5. A minimum of 17% will be in District 2. A minimum of 22% will be in District 1.</p>	\$111M
Sidewalk Safety Repair	<ul style="list-style-type: none"> • Make up to approximately 34,000 spot repairs to sidewalks 	\$34M
ADA Program	<ul style="list-style-type: none"> • Contribute to building 10,000 new ADA-accessible curb ramps citywide (combines with other funds and projects to reach 1,250 annual ramps required by Consent Decree) 	\$30M
Stairways	<ul style="list-style-type: none"> • Complete up to 9 stairway repairs or expansions 	\$4M
Crossing Improvements	<ul style="list-style-type: none"> • Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include: <ul style="list-style-type: none"> • 5th Ave NE and NE Banner Way • Rainier Ave S and S Henderson St • 35th Ave NE • 11th Ave E and E Aloha St • N 137 St and Roosevelt Way N 	\$14M
Levy Funding		\$193M
Expected Additional Leverage		\$18M - \$22M

Signals and Operations: Install, maintain, and upgrade traffic signals for safe, reliable movement; improve pedestrian and bike accessibility signals; and support traffic operations during large events, incidents, and for trips in and out of the port.		
Category	Estimated Investments	Levy Funding
Traffic Signal Timing	<ul style="list-style-type: none"> • Complete 40 corridor signal timing adjustment projects • Implement up to 4 Intelligent Transportation System projects 	\$32M
Traffic Signals and Maintenance	<ul style="list-style-type: none"> • Design and install traffic signals at up to 10 locations • Complete major maintenance on 40 traffic signals • Add accessible pedestrian signals for at least 50 crossings • Conduct preventative maintenance at traffic signals 	\$45M
Sign Maintenance	<ul style="list-style-type: none"> • Replace at least 5,500 signs 	\$5M
Transportation Operations	<ul style="list-style-type: none"> • Research and respond to approximately 24,000 constituent operational complaints and questions • Maintain 24/7 service in the Transportation Operations Center 	\$18M
Levy Funding		\$100M
Expected Additional Leverage		\$0

Full text of Ordinance 127053 Attachment A

Bicycle Safety: Expand Seattle's protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes		
Category	Estimated Investments	Levy Funding
Complete the Burke-Gilman Trail Missing Link	<ul style="list-style-type: none"> Support design and construction completing the Burke-Gilman Trail Missing Link along NW Market St and Leary Way NW 	\$20M
Neighborhood Greenways	<ul style="list-style-type: none"> Create bicycle connections for all ages and abilities with at least 5 new neighborhood greenways on residential streets with a focus on K-8 public schools and south Seattle connections Initial projects include NW 6th Ave from NW 58th St to Carkeek Park	\$20M
Bike Lane Maintenance	<ul style="list-style-type: none"> Maintain existing protected bike lanes with regular sweeping and barrier repair 	\$8M
Protected Bike Lanes	<ul style="list-style-type: none"> Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network with a focus on improving bicycle connections throughout South Seattle. Initial projects include segments along the following corridors: <ul style="list-style-type: none"> N 130 St S Henderson St Beacon Ave S (Middle and Southern segments) Highland Park Way SW Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro Pl Connection Chief Sealth Trail: S Myrtle St to S Webster St 12th Ave/12th Ave S: E Madison St to Jose Rizal Bridge Protected Bike Lane Project in West Seattle to be named in honor of Steve Hulsman 	\$67.5M
Upgraded Bike Lanes	<ul style="list-style-type: none"> Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas 	\$8M
Bike Spot Improvements	<ul style="list-style-type: none"> Make safety improvements to existing bike lanes, trails and neighborhood greenways 	\$10M
Levy Funding		\$133.5M
Expected Additional Leverage		\$24M - \$30M

People Streets and Public Spaces: Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.		
Program	Estimated Investments	Levy Funding
People Streets Capital Projects	Design, implement, and co-create People Street Projects to activate business districts and community spaces, with a focus on high equity priority areas. Improvements could include redesigned streets, seating, wayfinding, lighting, and activation. Anticipated initial projects include: <ul style="list-style-type: none"> S Henderson St Occidental Promenade Chinatown/International District Alley Activation E Union St Revival Corridor NE 42nd St Green Street Improvements Additional projects identified with business districts and community organizations 	\$39M
Downtown Activation	Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave	\$15M
Lid I-5 Private Funding Study	Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45th St and NE 65th St and around the NE 130th St Light Rail Station	\$0.5M
People Streets and Wayfinding Maintenance	Provide maintenance for existing activation projects and citywide wayfinding system	\$2M
Pedestrian Lighting	Install pedestrian lighting leading to transit stops	\$10M
Levy Funding		\$66.5M
Expected Additional Leverage		\$14M - \$17M

Full text of Ordinance 127053 Attachment A

Climate and Resiliency: Address climate change directly, reducing air pollution and making sustainable transportation options more available.		
Category	Estimated Investments	Levy Funding
Climate and Electrification Program	<ul style="list-style-type: none"> • Support Seattle City Light’s expansion of electric vehicle charging stations to libraries, community centers and parks • Support partnerships and pursue grants that help electrify the transportation system 	\$32M
Low Pollution Neighborhoods	<ul style="list-style-type: none"> • Partner with at least 3 neighborhoods on low pollution pilot projects, which could include low-emissions goods delivery in areas most impacted by climate change 	\$8M
Urban Forestry	<ul style="list-style-type: none"> • Plant and maintain trees, meeting the Mayor’s Executive Order for 3 to 1 tree replacement • Expand tree species diversity in areas that historically have had less investment in tree planting and care • Support maintenance and plant establishment for landscape elements of the Central Waterfront Project, including Pioneer Square connections, and Pike/Pine Corridor in coordination with Seattle Center 	\$29M
Levy Funding		\$69M
Expected Additional Leverage		\$15M - \$19M

Freight and Goods Movement: Make freight improvements to support trucks delivering goods and providing services		
Program	Estimated Investments	Levy Funding
Freight Spot Improvements	Make at least 32 investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking	\$17M
Heavy Haul Network	In partnership with the Port of Seattle and alignment with the Heavy Haul Network agreement, identify and pave streets that carry the heaviest truck traffic	\$8M
Freight Program	Freight improvements to support trucks delivering goods and providing services	\$10M
Port Connection to I-90/I-5	Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5	\$5M
Leary Way Industrial Zone Safety Improvements	Implement spot or corridor improvements connecting Maritime, Manufacturing and Logistics (MML) Zones within the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) to Interstate 5 and/or State Route 99	\$5M
Levy Funding		\$45M
Expected Additional Leverage		\$12M - \$15M

Good Governance & Equitable Implementation Initiative		
Program	Estimated Investments	Levy Funding
Oversight Committee Auditing and Professional Services	Provide auditing and professional services support for the Levy Oversight Committee	\$1M
Property Tax Relief Outreach and Education	Support public outreach and education on property tax relief programs	\$1.5M
Durable Infrastructure Solutions	<p>By January 1, 2029, investigate and propose a comprehensive long-range strategy to:</p> <ul style="list-style-type: none"> • Achieve and maintain an FHWA rating of Good for at least 30% of vehicle bridges and a rating of Fair for at least 60% of vehicle bridges; • Achieve and maintain an average Pavement Condition Index of 80 for arterial streets; and • Complete the missing sidewalk network Tier 1 through Tier 5. <p>Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal.</p>	\$5M
Levy Funding		\$7.5M
Expected Additional Leverage		\$0
Grand Total Levy Funding (All Categories)		\$1,550M

Note: Totals may not sum properly due to rounding.

one thing your
ELECTION WORKERS
want you to know...

Voting is not only a privilege and responsibility, it also helps shape and define our county, state, and nation. King County Election's priority is to remove language barriers and provide accurate, secure, and accessible elections.



Signe C.
Language Access and
Outreach Coordinator -
Chinese Language Specialist

Our official drop boxes are a tremendous option for voters. Drop boxes are a convenient way to make sure your ballot is secure and is counted as on-time. Just be sure to get there before 8 p.m. on Election Day!



Joseph B.
Ballot Processing Lead

Try out a new drop box! If the one you always go to is crowded, there is likely a lower-traffic option that is just a few blocks away. You can easily find your nearest drop box locations by checking our website or simply looking at the ballot insert included in your ballot packet.



Mallori D.
Ballot Collections Lead

Elections Headquarters was purpose-built for processing ballots! Like salmon coming home again, every voted ballot is returned to HQ to be processed in our state-of-the-art, secure facility by trained staff who are dedicated to providing accurate, secure, and accessible elections for all King County voters.



Courtney H.
Communications Specialist

College students leaving the area can participate in their local elections here in King County! They can contact us and we'll make sure they receive their ballots at their dorms.



Darivanh V.
Elections Specialist

Official Ballot Drop Box FAQ

Is there an official ballot drop box near me?

Yes! You can find the 5 official ballot drop boxes nearest to you on the insert that comes with your ballot, on the same page as your I Voted sticker.

In King County, more than 97% of active voters are within 3 miles of an official ballot drop box. A full list of all official ballot drop boxes is available at kce.wiki/DropBox.



Who can deliver ballots to an official ballot drop box?

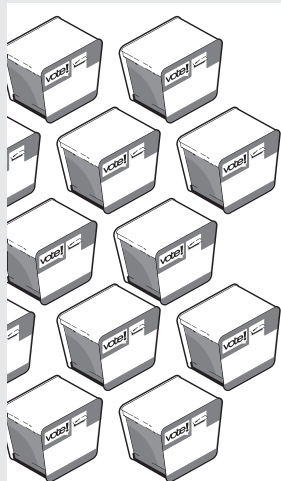
Under Washington state law, anyone can deliver ballots to a drop box! We recommend delivering your own ballot, or only allowing someone you trust with your vote to deliver it.



How will I know my ballot is safe and will be counted?

King County's official ballot drop boxes weigh 1,000 pounds and are secured in concrete with heavy gauge steel screws. The boxes have no pry points and the ballot return slot is specifically designed to fit a ballot and not much else.

Drop boxes are regularly emptied by trained staff during the voting period. On Election Night, trained teams of Elections staff in branded safety vests and aprons are on site to assist voters and to close and lock the drop boxes promptly at 8:00 p.m. sharp.



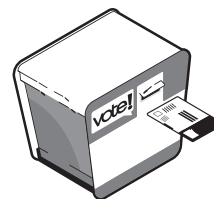
How many official ballot drop boxes are in King County?

We currently have more than 80 official drop boxes across the county. Since 2016, we've added more than 70 official ballot drop boxes around the county!



When are official ballot drop boxes open?

Official ballot drop boxes open the day after ballots are mailed, and remain open 24 hours a day until 8:00 p.m. sharp on Election Night.



Track your ballot with Ballot Alerts!

We recommend you track your ballot at kce.wiki/TrackMyBallot to watch its progress as it moves through the system. You can also sign up for ballot alerts to receive automatic text or email alerts as your ballot is processed and counted. Sign up at kce.wiki/BallotAlerts.





Department of Elections
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Renton, WA 98057-2906



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Local Edition

You will also receive a voters' pamphlet from the State of Washington

Contact us to receive this pamphlet in an alternate format.

Contact us to receive your voting materials in Chinese, Korean, Russian, Somali, Spanish or Vietnamese.

如需獲取您的中文投票資訊，請與我們聯絡。

Comuníquese con nosotros para recibir sus materiales de votación en español.

한국어로 투표 자료를 받으려면 저희에게 문의하세요.

Свяжитесь с нами, чтобы получать материалы для голосования на русском.

Nala soo xiriir si aad u hesho agabkaaga codbixinta oo Af-Soomaali ah.

Vui lòng liên lạc với Sở Bầu cử Quận King để nhận tài liệu bầu cử bằng tiếng Việt.

