

**Student Mock Election
Ends November 5**

2019

#FutureVoter

VOTERS' PAMPHLET

WASHINGTON STATE ELECTIONS

Color your cover!



*FOR EDUCATIONAL USE ONLY. NOT AN OFFICIAL VOTERS' PAMPHLET.



Secretary of State

Tim Wyma



Welcome to your 2019 Student Mock Election Voters' Pamphlet!

The local officials who will be elected in November's General Election will represent you on county, city, and town councils; school boards; fire commissions; and special purpose district boards. From the maintenance of the roads in your neighborhood, to the materials you use in school, local elected officials make decisions that affect your daily life.

We designed this Student Mock Election Voters' Pamphlet to provide you with information on the items included on **your** ballot. This includes explanations of each issue, the impact each would have on state government finances, and arguments for and against just like the actual Voters' Pamphlets mailed statewide.

The Student Mock Election is a non-partisan event that helps teach you how to become an informed voter and about the elections process. You'll vote on real ballot measures and on real paper in the Student Mock Election, the same as the state's adult voters. Paper ballots provide the ability to audit election results, which is a fundamental aspect of Washington's elections security framework.

Voting is one of the greatest opportunities to make a difference in your community. To participate in real elections, adult Washington citizens must be registered to vote, which can be done in person, by mail, or online at VoteWA.gov. If you were an adult who had not yet registered to vote in this year's General Election, you'd have until 8 p.m. on Nov. 5, Election Day, to register, vote, and return a ballot in person at your county's elections office.

If you are at least 16 years old, you can sign up to be a #FutureVoter and be automatically registered to vote upon turning 18.

Please take time to read through this Voters' Pamphlet to learn about the important issues being decided this year, and then fill out your Student Mock Election ballot and return it as instructed to have your vote counted.

Thank you for your time and your participation in this introduction to the political process. As an informed voter, you'll soon be able to make an impact in your community and our state by voting in every election!

Sincerely,

A handwritten signature in black ink that reads "Kim Wyman". The signature is written in a cursive, flowing style.

Kim Wyman
Secretary of State

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Important dates

Ballots mailed by: October 18
 Register by mail, received by: October 28
 Register online by: October 28
 Register in person by: November 5, 8 p.m.
 Election Day: November 5



Local Candidates and Measures

This pamphlet contains information for state candidates and measures.

For information on local candidates and measures, visit **votewa.gov** or contact your county elections department. You can find their contact information in the back of this Voters' Pamphlet.



Political parties

Washington State Democrats

PO Box 4027
 Seattle, WA 98194
 (206) 583-0664
 info@wa-democrats.org
 www.wa-democrats.org

Washington State Republican Party

11811 NE 1st St, Ste A306
 Bellevue, WA 98005
 (425) 460-0570
 caleb@wsrp.org
 www.wsrp.org



Who donates to campaigns?

View financial contributors for candidates and measures:

Public Disclosure Commission

www.pdc.wa.gov
 Toll Free (877) 601-2828

How do I register to vote in Washington?

Qualifications

You must be at least 18 years old, a U.S. citizen, a resident of Washington, and not under Department of Corrections supervision for a Washington felony conviction. 16- and 17-year-olds can sign up as Future Voters and will be registered to vote when they turn 18.



How do I get a registration form?

Online: Register at votewa.gov

By mail: Request a paper form by mail or print your own at sos.wa.gov/elections

No internet access? Call (800) 448-4881.

In person: Visit your county elections office (listed at the end of this pamphlet).

Registration deadlines



By mail or online:

Your application must be received no later than October 28.

In person: Visit a local voting center no later than 8 p.m. on November 5.

Moved? Update your voting address

Contact your county elections department to request a ballot at your new address.



By October 28: Have your application received by mail or updated online.

Or

By November 5: Visit a local voting center in person.

What if I'm not 18 yet?



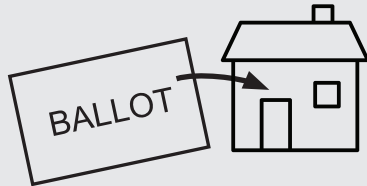
If you are 16 or 17, become a Future Voter!

**#Future
#Voter**

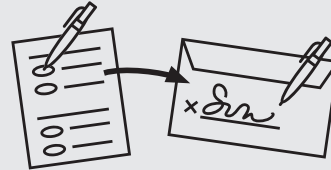
16- and 17-year-olds can use the Voter Registration form to sign up as Future Voters and be automatically registered to vote when they turn 18.

On Temperance and Good Citizenship Day (January 16), high school students 16 and older will be given the opportunity to complete a voter registration in class.

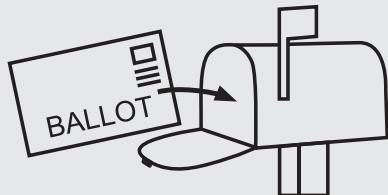
- 1** Your ballot will be mailed by October 18 to the address you provide in your voter registration.



- 2** Vote your ballot and sign your return envelope. You are not required to vote every race on your ballot. We encourage using this pamphlet to help you decide.



- 3** Return your ballot by mail or to an official ballot drop box by **8 p.m.** on **November 5**. No stamp needed. Someone offer to drop off your ballot for you? Be sure to only give it to someone you trust.



- 4** Check the status of your ballot on **votewa.gov** to see if it has been received by your county elections department for tabulation.



If your signature is missing or doesn't match your voter registration record, election staff will contact you before your ballot is processed.

Where is my ballot?

Your ballot will be mailed by **October 18**.

If you need a replacement ballot, contact your county elections department listed at the end of this pamphlet.

View election results online

Beginning 8 p.m. on election night, tallied results from each county are posted and updated at **sos.wa.gov/elections**



Initiatives and referenda are used by the people to create state laws

Initiative

Any voter may propose an initiative to create a new state law or change an existing law.

Initiatives to the People are proposed laws submitted directly to voters.

Initiatives to the Legislature are proposed laws submitted to the Legislature.

Before an **Initiative to the People** or an **Initiative to the Legislature** can appear on the ballot, the sponsor must collect...



259,622

Voters' signatures

8% of all votes in the last Governor's race

Referendum

Referendum Bills are proposed laws the Legislature has referred to voters.

Referendum Measures are laws recently passed by the Legislature that voters have demanded be referred to the ballot.

Any voter may demand that a law proposed by the Legislature be referred to voters before taking effect.

Before a **Referendum Measure** can appear on the ballot, the sponsor must collect...

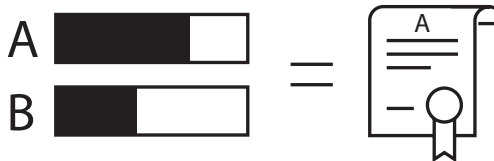


129,811

Voters' signatures

4% of all votes in the last Governor's race

Initiatives and referenda become law with a simple majority vote



Referendum Measure No.

88

The legislature passed Initiative Measure No. 1000 concerning affirmative action and remedying discrimination, and voters have filed a sufficient referendum petition on this act.

Initiative 1000 would allow the state to remedy discrimination for certain groups and to implement affirmative action, without the use of quotas or preferential treatment (as defined), in public education, employment, and contracting.

Should Initiative 1000 be:

Approved

Rejected

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Final Votes Cast by the Legislature

Senate: Yeas, 26; Nays, 22; Absent, 0; Excused, 1

House: Yeas, 56; Nays, 42; Absent, 0; Excused, 0



You are voting to Approve or Reject the measure passed by the Legislature

Approve — you favor the measure passed by the Legislature

Reject — you do not favor the measure passed by the Legislature



The Secretary of State is not responsible for the content of statements or arguments (WAC 434-381-180).

Explanatory Statement

Written by the Office of the Attorney General

The Law as it Presently Exists

Until 1998, Washington law allowed the use of affirmative action in public education, public contracting, and public employment, subject to constitutional limits on the use of affirmative action. In 1998, Washington voters approved Initiative 200 (I-200). I-200 prohibits state and local government from making decisions on the basis of race, sex, color, ethnicity, or national origin in public employment, public education, and public contracting.

I-200 provides several exceptions involving disparate treatment based on sex. It does not apply to lawful classifications that are based on sex and are necessary for sexual privacy; medical or psychological treatment; undercover law enforcement; or film, video, audio, or theatrical casting. I-200 also allows separate athletic teams for each sex.

I-200 permits state and local governments to participate in federal programs that require actions that I-200 would otherwise prohibit. This allows state and local agencies to receive federal funds when federal law requires certain measures based on race, sex, or other categories.

The Effect of the Proposed Measure if Approved

The public vote on Referendum 88 will decide whether Initiative 1000 (I-1000) becomes law.

I-1000 would allow the state to remedy documented discrimination or underrepresentation of disadvantaged groups in public education, employment, and contracting. Whether a group is disadvantaged would be determined by a valid disparity study or proven in court.

I-1000 would also allow affirmative action to increase diversity in public education, public employment, and public contracting. I-1000 would define affirmative action as a policy that considers an individual's race, sex, ethnicity, national origin, age, sensory, mental or physical disability, or veteran or military status, when selecting qualified persons for opportunities in public education, public employment, and public contracting. Affirmative action would include, for example, recruitment, hiring, training, promotion, outreach, setting and achieving goals and timetables, and other measures to increase diversity. Affirmative action could not be used to impose quotas. In addition, race, sex, color, ethnicity, national origin, age, sexual orientation, sensory, mental or physical disability, and veteran or military status could not be used as the sole qualifying factor to select a less qualified person over a more qualified person.

I-1000 would not prohibit state and local government from taking actions needed to establish or maintain eligibility for federal programs. But before such actions could be taken, certain state government officials would have to determine that it was necessary to avoid a material loss of federal funds.

I-1000 would also establish a Governor's commission on diversity, equity, and inclusion. The commission would monitor and enforce agency compliance with I-1000. The commission could propose or oppose legislation. It would publish annual reports on the progress of agencies in achieving diversity, equity, and inclusion in public education, public employment, and public contracting. Various elected and appointed officials would serve on the commission.

Fiscal Impact Statement

Written by the Office of Financial Management
For more information visit www.ofm.wa.gov/ballot

FISCAL IMPACT SUMMARY

Initiative 1000 was enacted in the 2019 legislative session, but has not gone into effect because the voters submitted petitions to refer the measure to the November 2019 general election ballot. If the voters approve the referendum, Initiative 1000 would go into effect and the total costs to the state in the 2019–21 biennium and ongoing would be \$1.5 million. There are no known state or local revenue impacts that would result from the passage of this measure.

SUMMARY

Referendum 88 would place Initiative 1000 onto the ballot for approval or rejection by the voters.

Initiative 1000 permits the state to adopt policies that allow an individual's race, sex, ethnicity, national origin, age, the presence of any sensory, mental, or physical disability, and honorably discharged veteran or military status to be factors considered in the selection of qualified applicants for opportunities in public education, public employment, and public contracting. Initiative 1000 does not allow an individual's race, color, sex, ethnicity, national origin, age, sexual orientation, the presence of any sensory, mental or physical disability, and honorably discharged veteran or military status to be used as the sole qualifying factor to select a lesser qualified candidate over a more qualified candidate for a public education, public employment or public contracting opportunity.

Initiative 1000 creates the Governor's Commission on Diversity, Equity, and Inclusion (Commission). The Commission is responsible for planning, directing, monitoring and enforcing each state agency's

compliance with the initiative. The Commission is required to publish an annual report on the progress of all state agencies in achieving diversity, equity and inclusion in public education, public employment, and public contracting. The Governor appoints some commission members, who serve four-year terms. Other members are the directors or chairs of 25 state agencies, councils, or boards. The Commission also includes two state senators, one from each of the two largest caucuses, appointed by the president of the Senate, and two members of the state House of Representatives, appointed by the speaker of the House of Representatives. Legislative members serve two-year terms.

GENERAL ASSUMPTIONS

- The effective date of the referendum if approved is December 5, 2019.
- Estimates use the state's fiscal year of July 1 through June 30. Fiscal year 2020 is July 1, 2019, to June 30, 2021.
- The Governor's Office of Diversity, Equity, and Inclusion will hold six meetings in Olympia, three meetings in Seattle, and three meetings in Eastern Washington.

REVENUE

The referendum has no known state or local revenue impact.

EXPENDITURES

A vote to approve the referendum would result in costs for state government for the creation of the Governor's Office of Diversity, Equity and Inclusion and for implementation of the policies allowed under Initiative 1000.

Costs related to creating an office and conducting commission activities are estimated to be \$582,000 for the 2019–21 biennium and ongoing. These include salaries and benefits for a full-time policy analyst and a part-time administrative assistant to staff the commission to make appointment recommendations to the Governor, plan monthly commission meetings and pay for meeting rental charges, legal services, and travel costs for commission staff.

Costs related to commission meetings for agencies required to participate in the commission and expected to pay their own travel costs are approximately \$3,000 per agency, when counting only the travel costs, and up to \$38,000 per agency when the cost of staff is included. This cost would be ongoing.

Costs related to reporting and compliance at state agencies and universities depend upon the level of tracking and reporting each agency now has in place.

For the institutions of higher education, expanding the current non-discrimination categories and protected classes will add program, tracking, and reporting work. For example, the University of Washington Business Diversity and Equity, which has responsibility for the university's equity policy, reports that it will need two additional program coordinators per year at a cost of approximately \$483,000 in the 2019–21 biennium. There are likely to be similar, yet-to-be-determined costs at the other state colleges and universities and state agencies related to programming, tracking and reporting each entity's progress on diversity, equity and inclusion goals.

**View your online
voters' guide**

votewa.gov

VoteWA

Argument for

Last year, nearly 400,000 voters petitioned lawmakers to support Initiative 1000, restoring fairness and opportunity to Washington's public employment, contracting, and education enrollment policies. Our State Legislature listened, and passed I-1000. With special interests paying to overturn this law, voters must approve I-1000.

I-1000 Ensures a Level Playing Field with No Quotas

I-1000 simply restores rights consistent with 42 other U.S. states, ensuring fairness and opportunity for all people and small businesses. It allows outreach and recruitment to veterans, women, minorities, and others too often left behind in government hiring, contracting, and education. Under I-1000, quotas and preferential treatment are prohibited, and no one who is unqualified will be selected due to preferential treatment.

Improved Opportunity for Veterans and People of All Abilities

I-1000 expands laws allowing consideration for Vietnam era and disabled veterans in government contracting and employment to include all honorably discharged veterans and military personnel, honoring the sacrifice of those delaying entry into the workforce—or returning injured or disabled.

Build a Healthy Economy, Expand Small Business Opportunities

I-1000 ensures fairness and opportunities for small businesses competing for public contracts—helping local businesses grow local jobs. And, large employers need a diverse, skilled workforce, which is why Microsoft, Alaska Airlines, Vulcan, Amazon, and many other businesses all support I-1000, joining Labor organizations and civil rights groups like the ACLU and Urban League.

We urge all Washingtonians to approve I-1000 for fairness and equal opportunity.

Rebuttal of argument against

Don't be fooled! I-1000 unifies us and creates opportunity for all! I-1000 prohibits government discrimination because of your age, gender, disability, race or veteran status without using quotas or preferences. It guarantees fairness and accountability. That's why nearly 400,000 Washington voters are standing against fear and division. We're taking action to help veterans, women, seniors, small businesses, and the disabled. Join the broad coalition of business, labor and community by approving I-1000!

Written by

Gary Locke, Democrat, Former Governor, US Ambassador, US Secretary Commerce; **Daniel J. Evans**, Republican, Former Governor; **Christine Gregoire**, Democrat, Former Governor, Attorney General; **April Sims**, Secretary Treasurer, Washington State Labor Council, AFL-CIO; **Marilyn Strickland**, CEO, Seattle Chamber of Commerce, Former Tacoma Mayor; **Rogelio Riojas**, CEO, Sea Mar Community Health Centers

Contact: (206) 682-7328; www.wafairness.org

Argument against

Referendum 88 Would Divide Us

Let's start where we all agree: There's too much division in our society today. We need solutions that bring us together. But Referendum 88 (also known as Initiative 1000) creates *more* division by allowing the government to inject race into college admissions and government employment. That's wrong. And it drives us further apart.

R-88 Would Allow Government-Sponsored Discrimination

Referendum 88 allows the government to use different rules for different races in deciding who gets into state colleges and universities, who gets hired for jobs in state, county or city government, and who gets a government contract. By separating people this way, Referendum 88 drives a deeper wedge into our community and actually empowers those who would divide us.

As a community we must not let that happen.

R-88 Would Damage Progress Already Made on Diversity

Referendum 88 would overturn a voter-approved state law that forbids discrimination and preferences based on race and gender. And the law has worked well. Our college campuses are more diverse now than before the current law was enacted.

R-88 Lacks Accountability

Referendum 88 would create a massive government agency to enforce the use of race in government employment, college admissions and public contracting. Referendum 88 would be overseen by an unelected board that would *not* be accountable to voters. A board with sweeping authority to make decisions on preferences in academic admissions and government hiring. Send the Olympia politicians who support this a message: *Reject Referendum 88!*

Rebuttal of argument for

Referendum 88 (I-1000) uses quotas and harms Veterans.

Since 1895, Washington has guaranteed honorably discharged and disabled veterans a preference in public employment. Referendum 88 eliminates that preference through a hidden loophole in Section 3. Racial quotas are implemented under Sections 8, 9, and 11, with a "disparity" study to count by race, goals to enroll and hire by race, and timetables enforced by bureaucrats. Quotas harm everyone, including our Veterans. Reject Referendum 88.

Written by

Yvonne Kinoshita Ward, Democratic Party National Delegate: 2000 (Gore), 2004 (Kerry); **Judy Warnick**, State Senator, 13th LD, R, Moses Lake; **Thomas G. Jarrard**, JD MBA, Past Chair, Washington State Veterans Bar Association; **Mary A. Radcliffe**, past Co-chair, Diversity Committee, Episcopal Diocese; **Kan Qiu**, Tiananmen Square Survivor, Chair, American Coalition for Equality; **John Carlson**, Morning Radio Broadcaster 570 KVI

Contact: 425-588-8011; campaign@reject88.com; www.reject88.com

Initiative Measure No.

976

Initiative Measure No. 976 concerns motor vehicle taxes and fees.

This measure would repeal, reduce, or remove authority to impose certain vehicle taxes and fees; limit annual motor-vehicle-license fees to \$30, except voter-approved charges; and base vehicle taxes on Kelley Blue Book value.

Should this measure be enacted into law?

Yes

No

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Arguments For and Against 18



The Secretary of State is not responsible for the content of statements or arguments (WAC 434-381-180).

Explanatory Statement

Written by the Office of the Attorney General

The Law as it Presently Exists

A. Motor Vehicle Registration and License Fees

Owners of motor vehicles pay state and local license fees and excise taxes when they register vehicles and obtain license tabs each year. The total, combined amount depends on the type and weight of the vehicle, as well as where the vehicle is registered.

The base annual license fee ranges from \$30 to \$93 for most passenger vehicles, such as cars, motorcycles, and light-duty trucks. An additional fee is then added depending on the vehicle's weight. The vehicle weight fee can range from \$25 to \$65 for most passenger vehicles. Funds from the license and vehicle weight fee are used to pay for a variety of state transportation purposes, including road and highway repairs.

Owners of snowmobiles pay an annual license fee of \$50. The snowmobile license fee helps pay for snowmobile facilities and snowmobile safety, enforcement, and education programs throughout the state. Owners of commercial trailers pay \$34 for initial registration and \$30 for each annual renewal. These license fees also pay for state transportation purposes.

Additional taxes and fees may be added depending on the city and county where the vehicle is registered. These taxes and fees help pay for local transportation improvement projects, passenger-only ferries, and other transportation purposes. Some residents of King, Pierce, and Snohomish County also pay voter-approved, annual motor vehicle excise taxes (MVET) that help pay for mass transit projects run by Sound Transit. The MVET is calculated based on a vehicle valuation and depreciation schedule that is set in state law. The total rate of the current MVET is one and one tenths percent (1.1%) of the value of the vehicle as determined by the statutory formula. Future approved MVET's cannot exceed eight-tenths of one percent (0.8%) of the value of the vehicle.

Finally, other fees may be included in the total amount, such as for county filing and service fees, fees for special license plates, or fees for certain types of vehicles. For example, owners of electric vehicles currently pay a \$150 fee that goes toward paying for transportation feasibility studies and other transportation purposes. An additional \$75 transportation electrification fee will go into effect for electric vehicles on August 1, 2019. This fee will be used to support green transportation projects.

B. Taxes on Selling, Leasing, or Renting a Motor Vehicle

Each retail sale or lease of a motor vehicle is subject to an additional state excise tax known as the "motor vehicle sales/lease tax." This tax, which is in addition to general sales and use taxes, is set at three-tenths of one percent (0.3%) of the selling price of every motor vehicle in the state. Off-road vehicles, snowmobiles, and other non-highway vehicles are not subject to the tax. Farm tractors and vehicles are also not subject to the tax so long as the vehicles are not used for marijuana production. Funds from the motor vehicle sales/lease tax pay for transportation services in the state.

Regional transit authorities in King, Pierce, and Snohomish counties may also impose additional sales and use tax on car rentals. The rate of the tax may not exceed 2.172 percent (2.172%) of the selling price of the rental. Funds from this tax are used to provide mass transit services run by Sound Transit.

C. Sound Transit Funding

State law authorizes Sound Transit to collect multiple types of taxes from some King, Pierce, and Snohomish County residents to help pay for mass transportation projects. These taxes include the MVET and the additional sales and use tax on rental cars previously described, as well as a local property tax and a local sales and use tax on purchases made within the district. Sound Transit also uses federal grants, transit fares, interest earnings, and other revenue to pay for its transportation projects.

Since 1999, Sound Transit has issued and sold public bonds to finance its transportation projects. Sound Transit uses the revenue from the MVET and other taxes to pay the principal and interest on the bonds. It promised its bondholders that it would continue to collect the taxes until the bonds are retired. In 2006, the Washington Supreme Court held that state law could not change the terms of any existing Sound Transit bond contracts while the bonds are still outstanding. This means that Sound Transit must continue to use the tax rate and valuation formula that were in effect at the time the bond was issued, even if state law later changes the rate or formula, until the bonds are retired, defeased, or refinanced under different contract terms.

The Effect of the Proposed Measure if Approved

This measure would reduce funding for state and local transportation projects by repealing, reducing, or removing state and local authority to impose certain vehicle taxes and fees. The measure would limit

annual state and local license fees for motor vehicles weighing 10,000 pounds or less to \$30, unless the fee is approved by voters. License fees, such as the motor vehicle weight fee and transportation benefit district fees, would be eliminated. The electric vehicle license fee would be lowered to \$30. The transportation electrification fee would remain the same. The license fee for snowmobiles and commercial trailers would be lowered to \$30. Other fees, such as service and filing fees, would remain the same. The measure would also eliminate the state motor vehicle sales/lease tax and eliminate authority to impose a local motor vehicle excise tax that supports passenger-only ferries.

Any regional transit authority, such as Sound Transit, that has issued bonds financed by a motor vehicle excise tax would be required to defease, refinance, or retire the bonds early, if the bond contracts allow such action. Once the bonds have been defeased, refinanced, or retired, the authority to impose the MVET and the additional sales and use tax on rental cars would be repealed automatically. If the regional transit authority is not able to completely defease, refinance, or retire the bonds by March 31, 2020, any existing voter-approved MVETs would remain unchanged, and the maximum rate of future voter-approved MVETs would be reduced from 0.8% to 0.2%.

The measure would also require that any future vehicle taxes, including voter-approved MVETs, be determined by using a vehicle's base model Kelley Blue Book value. The base value would not include any applicable federal excise taxes, state and local sales and use taxes, transportation or shipping costs, and preparatory and delivery costs. The measure would require the Department of Licensing to use a vehicle's base model Kelley Blue Book value for any appeal of the valuation of the vehicle.

Fiscal Impact Statement

Written by the Office of Financial Management
For more information visit www.ofm.wa.gov/ballot

FISCAL IMPACT SUMMARY

Initiative 976 changes vehicle taxes and fees by lowering motor vehicle and light duty truck weight fees to \$30; eliminating the 0.3 percent sales tax on vehicle purchases; lowering electric vehicle and snowmobile fees; modifying and reducing Sound Transit motor vehicle excise tax provisions; and removing authority for transportation benefit districts to impose a vehicle fee. Total revenue loss to the state in the next six years is \$1,921,901,238. Total revenue loss to local governments in the next 6 years is \$2,317,121,034. The

departments of Licensing and Revenue have estimated implementation costs of \$2,846,800 in the 2019–21 biennium.

General Assumptions

- Except as otherwise provided, the effective date of the initiative, if approved by voters, is December 5, 2019. Section 10 and 11 take effect on the date that the regional transit authority complies with section 12 of this act. Section 13 takes effect on April 1, 2020, if sections 10 and 11 have not taken effect by March 31, 2020.
- The provisions of the initiative apply prospectively, not retroactively.
- Fiscal estimates use the state's fiscal year of July 1 through June 30. Fiscal year 2020 is July 1, 2019, to June 30, 2020.
- State revenues are based on the June 2019 transportation revenue forecast.
- Local revenues are based on the most recent actual figures and are not forecasted.
- Transportation benefit districts (TBDs) have the authority to collect vehicle fees, and sales and use tax. This initiative repeals only the authority to collect vehicle fees, so TBDs could continue to collect sales and use tax.
- Section 5(1) erroneously states that the electric vehicle fee is \$130 total. RCW 46.17.323 includes two fees. \$100 in section (1) and \$50 in section (4)(a). The current electric vehicle fee is \$150 total. Calculations for the impact of the fee reduction are based on the correct fee. Chapter 287, Laws 2019 establishes the transportation electrification fee of \$75. I-976 would lower the \$100 in section (1) to \$30 and eliminate the \$50 in section (4)(a). It does not affect the new \$75 fee.

REVENUE

State Revenue

The initiative reduces license fees for vehicles under 10,000 lbs. to \$30. The additional 0.3 percent sales and use tax on motor vehicle sales is eliminated. The snowmobile license fee is reduced from \$50 to \$30. Commercial trailer fees are reduced from \$34 to \$30. The electric vehicle fee in Section 5(1) is reduced from \$100 to \$30. An additional electric vehicle fee in Section 5(4)(a) of \$50 is eliminated.

(See Table 1 on page 17.)

Description of affected accounts

The Snowmobile Account funds administration, acquisition, development, operation and maintenance

of snowmobile facilities and the implementation of snowmobile safety, enforcement and education programs.

The State Patrol Highway Account funds activities of the Washington State Patrol, including traffic enforcement (and associated criminal investigations), commercial vehicle enforcement and ferry vessel and terminal security.

The Transportation Partnership Account funds projects and improvements from the 2005 Transportation Partnership Omnibus Transportation Appropriations Act.

The Rural Arterial Trust Account funds construction and improvement of county roads and bridges.

The Motor Vehicle Account is the main source of funds for highway construction, maintenance, ferries and support services. A portion of motor fuel tax revenues is distributed to cities and counties for road programs.

The Puget Sound Ferry Operations Account funds ferry operations and maintenance.

The Transportation Improvement Account funds administration of the Transportation Improvement Board and grants for local government transportation projects that address congestion.

The Multimodal Transportation Account funds all modes of transportation projects, including public transportation, rail and bicycle/pedestrian projects.

The Transportation 2003 Account funds debt service on bonds and Washington State Department of Transportation operating and capital highway programs.

Local Revenue

This initiative repeals local authority to impose a TBD vehicle fee. TBD vehicle fees are used by 62 municipalities across the state to fund local improvements such as road repair and maintenance, transit systems and sidewalks. In fiscal year 2018, TBDs using a vehicle fee across the state collected \$58,186,839. This revenue would be eliminated beginning on the effective date of this initiative.

Sections 10 and 11 would reduce the motor vehicle excise tax (MVET) that funds the Central Puget Sound Regional Transit Authority (RTA) commonly known as Sound Transit. MVET rates are reduced from .8% to .2% and will be calculated based on Kelley Blue Book vehicle value instead of the manufacturer’s suggested retail price.

This tax rate would be repealed when the RTA is able to refund, refinance or defease, or terminate, outstanding bonds that have been issued against this tax. It is unknown if this is possible. If the bonds are not able to be defeased, the MVET will remain unchanged to pay off the bonds previously issued that are pledged to the revenue source. If the bonds are able to be defeased, Sound Transit’s revenue would be reduced by \$328,000,000 per fiscal year based on 2018 revenue. For new bonds issued, the MVET will decrease from .8% to .2%.

This initiative repeals local authority to impose a passenger-only ferry tax. Currently there are no passenger-only ferry districts using the MVET authority to fund their ferries, although they would no longer have the option.

Tax/Fee	Fiscal year 2018 revenue impact
TBD Fee	(\$58,186,839)
RTA MVET	(\$328,000,000)
Passenger-only ferry MVET	0

EXPENDITURES

State Government Expenditures
Temporary higher administrative costs at Department of Licensing and Department of Revenue

The Department of Licensing (DOL) would have temporary, higher administrative and computer costs to implement this initiative. If Sound Transit is able to defease or refinance its bonds and the MVET is reduced, DOL will issue refunds to customers who register their vehicles prior to their annual vehicle registration date. The DOL will also have costs for computer updates, temporary staffing costs for additional calls to their call center, and accounting services to issue refunds. Biennial administrative costs for the agency are \$2,740,900 in the 2019–21 biennium.

The Department of Revenue (DOR) will experience temporary, higher administrative costs to implement this initiative. The DOR will have costs for computer updates and administrative costs for rule making, accounting services to issue refunds and developing new forms. Biennial costs for the agency are \$105,900 for computer updates and administrative items in the 2019–21 biennium.

Local Government Expenditures

N/A

Table 1 – Potential Revenue Impact by Fund Distribution – Beginning Dec. 5, 2019							
Registration Fees:	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Snowmobile Account (01M)	(\$240,300)	(\$447,200)	(\$448,500)	(\$449,900)	(\$451,200)	(\$453,000)	(\$2,490,100)
WSP Highway Account (081)	(\$9,916,900)	(\$15,661,000)	(\$15,692,400)	(\$15,723,900)	(\$15,755,400)	(\$15,823,800)	(\$88,573,400)
Transportation Partnership Account (09H)	(\$5,115,000)	(\$8,077,700)	(\$8,094,000)	(\$8,110,100)	(\$8,126,400)	(\$8,161,700)	(\$45,684,900)
Rural Arterial Trust Account (102)	(\$202,163)	(\$539,700)	(\$714,975)	(\$928,725)	(\$1,176,675)	(\$1,451,700)	(\$5,013,938)
Motor Vehicle Account (108)	(\$28,223,075)	(\$45,210,500)	(\$46,151,950)	(\$47,278,650)	(\$48,576,750)	(\$50,112,500)	(\$265,553,425)
Puget Sound Ferry Operations (109)	(\$609,800)	(\$963,000)	(\$965,000)	(\$966,900)	(\$968,900)	(\$973,100)	(\$5,446,700)
Transportation Improvement Account (144)	(\$202,163)	(\$539,700)	(\$714,975)	(\$928,725)	(\$1,176,675)	(\$1,451,700)	(\$4,272,075)
Multimodal Account (218)	(\$128,650,600)	(\$227,504,000)	(\$231,592,800)	(\$294,399,500)	(\$298,790,300)	(\$303,184,500)	(\$1,484,121,700)
Nickel Account (550)	(\$2,322,700)	(\$3,668,000)	(\$3,675,400)	(\$3,682,700)	(\$3,690,100)	(\$3,706,100)	(\$20,745,000)
Total	(\$175,280,538)	(\$302,071,100)	(\$308,050,000)	(\$372,469,100)	(\$378,712,400)	(\$385,318,100)	(\$1,921,901,238)

Your County Elections Department



Argument for

\$30 tabs now!

Taxpayers are getting ripped off, politicians know it, refuse to fix it

Taxing a \$10,000 vehicle like it's \$25,000 is fraud. I-976 repeals the dishonest valuation schedule *politicians are currently using* to artificially inflate your taxes. No more price gouging!

I-976 limits license tabs to a flat, fair, and reasonable \$30 per year for your car, truck, motorcycle, motorhome, and other vehicles. We're paying sales taxes when we *buy*, gas taxes when we *use*, we shouldn't have to pay *dishonest triple taxes* just to *own* it. Working class folks, not just rich people, should be able to afford a newer vehicle.

If politicians had any compassion for the average taxpayer, I-976 wouldn't be necessary

Washington is one of the highest taxed states in the nation. Dishonest vehicle taxes, skyrocketing property taxes, crushing sales taxes, massive gas taxes, obnoxious tolls, and costly fees on everything. Despite record revenues and \$3.5 billion tax surplus, Olympia imposed 11 new taxes costing \$27 billion. It's insane. Now they're demanding income taxes, carbon taxes, pay-per-mile taxes. Enough!

If we can't get tax relief when there's a huge \$3.5 billion tax surplus...

...when can we? Besides, all the money taxpayers save will get pumped right back into our state's economy. Opponents' threats, lies, and scare tactics are absurd – I-976 only affects a tiny fraction of government spending.

Stop getting ripped off – your vote for I-976 tells politicians you're taxed out

Politicians will *never* limit taxes – here's our only chance. Vote "Yes."

Rebuttal of argument against

Triple taxing vehicles is indefensible. Taxing a \$10,000 vehicle like it's \$25,000 is fraud. Taxpayers are getting ripped off – *that's* the issue. Personally attacking Tim Eyman? Distraction. (the truth: "*Eyman risks \$500K of his own money to fund car tab initiative*"). The threats, lies, and scare tactics about I-976 are silly: massive \$3.5 billion tax surplus and record revenues can easily backfill affected programs. I-976 forces politicians to reexamine, prioritize. Reject dishonest taxes. Vote "Yes."

Written by

Bob Henkel, collected 8103 signatures from Pierce County voters, Puyallup; **Suzie Burke**, collected 2440 signatures from King County voters, Seattle; **Sid Maietto**, 4929 signatures from Snohomish County/North King voters; **Connie Christiansen**, 1588 signatures from Pierce County/South King voters; **Erma Turner**, 1014 signatures collected from voters; **Tim Eyman**, collected 8910 signatures from voters across the state.

Contact: (425) 590-9363; 30tabs@gmail.com; www.30tabs.com

Argument against

Tim Eyman's latest misguided, deceptive initiative would irresponsibly slash state and local transportation funding by more than \$4.2 billion over the next six years, undermining our ability to address critical safety and traffic problems. Vote *no* on 976!

976 Threatens Transportation Safety

Washington has over 160 bridges and overpasses in "poor" condition. 976 jeopardizes public safety, delaying projects to fix dilapidated bridges, overpasses, and tunnels that do not meet earthquake safety standards. The Washington State Troopers Association says, "We oppose this dangerous measure because it would stop thousands of needed road safety repair projects across the state, putting driver and pedestrian safety at greater risk."

976 Will Harm Your Local Community

This measure eliminates important local transportation funding in 62 cities throughout Washington. As a result, cities from Seattle to Spokane, from Anacortes to Zillah, would lose nearly \$60 million a year in funding needed for bus service, to repair potholes, upgrade safety, provide transit to seniors and people with disabilities, and reduce congestion.

976 Will Devastate Public Transit

Public transit connects people to jobs, education, health care, and each other. Many in our communities rely on public transportation as their primary way to get around. This measure would gut voter-approved light rail expansion and eliminate hundreds of thousands of bus trips each year for commuters, people with disabilities, teenage and elderly riders.

Public safety and transportation experts, business, labor and environmental groups all oppose Eyman's latest flawed and deceptive money-making scheme. Vote *no* on 976!

Rebuttal of argument for

Eyman's 976 might sound good, but in reality *it slashes transit and transportation funding by billions*, harming our ability to maintain and improve our roads, bridges, ferries, buses and light rail. And 976 isn't fair. It will give huge tax breaks to owners of brand-new luxury cars, and almost nothing to someone who drives a 10-year-old Corolla – while leaving all of us stuck in traffic. Vote *no* on 976!

Written by

Steve Mullin, President, Washington Roundtable; **Larry Brown**, President, Washington State Labor Council, AFL-CIO; **Alex Hudson**, Executive Director, Transportation Choices Coalition; **Jeff Merrill**, President, Washington State Patrol Troopers Association; **Paula J. Hammond**, P.E., Former State Transportation Secretary; **Tim Archer**, President, Spokane Firefighters Local 29

Contact: (206) 249-9717; contact@no976.org; www.no976.org

Senate Joint Resolution No.

8200

The legislature has proposed a constitutional amendment concerning legislative powers in times of emergency.

This measure would add “catastrophic incidents” to the specified times of emergency that the legislature may take certain immediate actions to ensure continuity of state and local governmental operations.

Should this constitutional amendment be:

Approved

Rejected

Explanatory Statement 45

Arguments For and Against 46



The Secretary of State is not responsible for the content of statements or arguments (WAC 434-381-180).

Explanatory Statement

Written by the Office of the Attorney General

The Constitutional Provision as it Presently Exists

Article II, section 42 of the Washington State Constitution permits the legislature to adopt legislation governing certain immediate actions in times of emergency resulting from enemy attack. The authorized legislation includes measures to ensure continuity of state and local governmental operations and appointing public officers to ensure public duties continue to be carried out.

The Effect of the Proposed Amendment if Approved

This measure would allow the legislature to adopt legislation governing continuity of state and local operations not just in case of “enemy attack,” but also in the event of “catastrophic incidents.”

Fiscal Impact Statement

Not required by law

Final Votes Cast by the Legislature

Senate: Yeas, 37; Nays, 11; Absent, 0; Excused, 1
House: Yeas, 91; Nays, 7; Absent, 0; Excused, 0

Why the 2020 Census matters

Every 10 years, as required by the United States Constitution, the U.S. Census Bureau takes a complete count of the country’s population. Every person living in the U.S. is expected to participate. The Census Bureau collects data for statistical purposes only and is required by law to protect your individual identity.

Having accurate, updated census information is vitally important. The information is used by Congress to distribute more than \$880 billion in federal health, education, and infrastructure funds to states, counties, and cities based on population. Census information is also used by Washington’s bipartisan redistricting commission to draw new, equally-populated legislative and congressional districts that reflect the population growth and shifts over the past decade.

The Census Bureau will begin collecting information in March 2020 and you can respond online, by mail, by phone, or with an in-person interview. You’ll be asked to complete a questionnaire with a few basic facts about the people in your household. It’s easy and confidential. Remember, everyone counts — so when you receive the official questionnaire, complete it for each person in your household.

United States®
Census
2020

Argument for

Our State Is Not Prepared for a Catastrophic Event

Following a catastrophic incident, it is critical for government to continue to function. The Washington State Constitution sets forth how governments will operate in the aftermath of an “enemy attack” but not in the case of other types of catastrophic incidents that may occur. The intent of this constitutional amendment is to ensure that state and local governments can properly function after any type of major disruption.

Voting Yes Is One Critical Step to Get Ready for a Disaster

This constitutional amendment allows for governments to continue operations after a “catastrophic incident.” A catastrophic incident is defined to include natural disasters, terrorism attacks, and other events that result in extraordinary levels of mass casualties, damage or disruption severely affecting the population, infrastructure, environment, economy or government functions.

We Never Know When a Disaster Will Strike, We Must Prepare Now

This amendment is essential for us to prepare for incidents such as the inevitable Cascadia earthquake, catastrophic wildfires or a catastrophic pandemic. The reality is that these events will occur at some point in the future, bringing about such damage and disruption severe enough to interfere with government operations. State and local governments need to be better prepared to continue to operate after these catastrophic events. This would allow us to take action to plan for those important steps now.

Vote Yes on SJR 8200

Rebuttal of argument against

This measure lives up to the existing framework for protecting critical functions of state and local governments, enshrined in our state constitution nearly 60 years ago. The definition of “catastrophic incident” is clear and military and other federal agencies use it too. By voting yes, you are allowing government to continue after “extraordinary levels of mass casualties, damage, or disruption severely affecting the population, infrastructure, environment, economy, national morale, and/or government functions.”

Written by

Roger Goodman, State Representative, Kirkland; **Marko Liias**, State Senator, Mukilteo; **Dean Takko**, State Senator, Longview; **Bret Daugherty**, Adjutant General, Washington National Guard; **Dennis Lawson**, President, Washington State Council of Firefighters

Contact: roger.goodman@leg.wa.gov

Argument against

Weakens Constitutional Protections for Citizens and Grants More Power to Government

This measure changes the constitution of our state to allow the legislature to bypass current constitutional and statutory provisions over the state legislature and how it operates. Current provisions allow this exemption in the event of enemy attack. The changes being made with this proposal would allow this exemption in the case of “catastrophic incident”.

Criteria Not Defined

This measure does not adequately define what constitutes a “catastrophic incident” nor does it define how widespread such an incident must be in order to trigger this provision. You would have to trust government to make these decisions with or *without* your input. We should demand a better proposal with clear definitions.

Legislative Dictates

This would grant Legislative leaders from distant areas of the state free reign to change the location of the Capitol, appoint legislators and local government officials to represent you, and pass bills as they see fit with no legislative process requirements, leaving you with no recourse to stop anything they do nor how they do it.

May Hurt You When You Need Help the Most

Passage of this measure will allow government to decide who will make the laws on your behalf and potentially concentrate power in fewer individuals further from you and your interests; and they will be able to do it at a time when you need the constitutional protections and assistance the most.

Rebuttal of argument for

While it is important to prepare for disasters, the legislature needs to provide more specificity on *how* it would use this new authority *before* voters approve this authority. How large an area much be affected and what actions they would take should be better spelled out *prior* to voters extending any additional authority. Don't wait for disaster to strike to find out their intent – insist they tell you *before* you change the constitution.

Written by

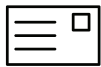
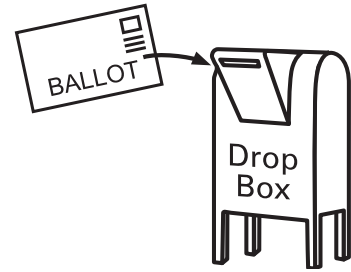
Ed Orcutt, State Representative, forester, small business owner; **Bob McCaslin**, State Representative, teacher

Contact: (360) 464-0732; Ed.Orcutt@leg.wa.gov

1

Your county receives your ballot

Deposit your ballot in an official drop box by 8 p.m. on Election Day, or return your ballot by mail — postage paid — but make sure it's postmarked no later than Election Day!

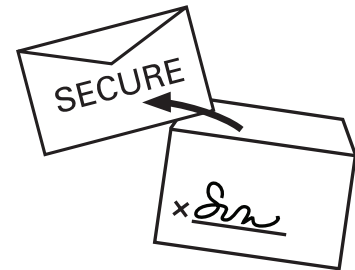


If your signature is missing or doesn't match, election staff will contact you before your ballot is processed.

2

Your signature is verified

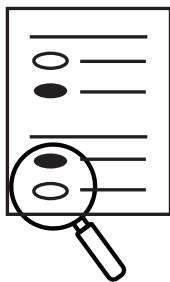
The signature on your ballot is compared to the signature on your voter registration record. If the signature matches, you are credited for voting to ensure only one ballot is counted for you.



3

Envelopes are separated

The return envelope is opened and the security envelope containing your ballot is removed. The envelopes are separated to ensure the secrecy of your vote.



4

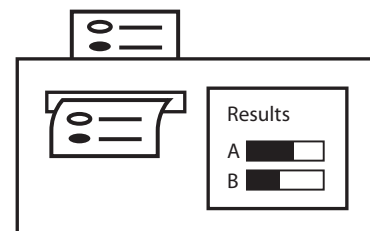
Your ballot is reviewed and scanned

The security envelope is opened and election staff review your ballot to verify that it can be successfully scanned.

5

Your ballot is counted

At 8 p.m. on Election Day all scanned ballots are tallied. Ballots will be scanned and tallied over the next several days until all the votes are counted.

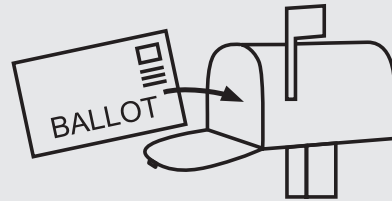


How is voting in Washington unique?

1

Vote by mail

Washington votes by mail, no stamp needed. We were the second state in the nation to adopt vote by mail and the first to provide all postage paid. A ballot is mailed 18 days before each election, ensuring you have time to cast an informed ballot without waiting in line.



2

Online voter registration

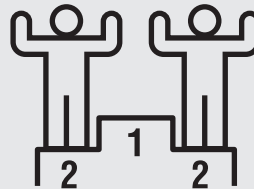
We offer online voter registration. Register to vote or update your address at votewa.gov



3

Top 2 Primary

Washington uses a Top 2 Primary system where the two candidates who receive the most votes advance to the General Election, regardless of their party preference.



4

No party affiliation

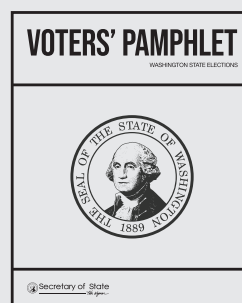


Washington voters do not register by party affiliation. Vote for any candidate regardless of their party preference.

5

Voters' Pamphlet

Only a few states produce a Voters' Pamphlet like this one. A pamphlet is mailed to every household before each General Election.



Learn more about voting at

sos.wa.gov/elections



How do I read measure text?

Language in double parentheses with a line through it is existing state law; it will be taken out of the law if this measure is approved by voters.

~~((sample of text to be deleted))~~

Underlined language does not appear in current state law but will be added to the law if this measure is approved by voters.

sample of text to be added

Complete Text

Referendum Measure No. 88

AN ACT Relating to diversity, equity, and inclusion; amending RCW 49.60.400 and 43.43.015; adding a new section to chapter 43.06 RCW; and creating new sections.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF WASHINGTON:

**PART I
TITLE AND INTENT**

NEW SECTION. **Sec. 1.** This act may be known and cited as the Washington state diversity, equity, and inclusion act.

NEW SECTION. **Sec. 2.** The intent of the people in enacting this act is to guarantee every resident of Washington state equal opportunity and access to public education, public employment, and public contracting without discrimination based on their race, sex, color, ethnicity, national origin, age, sexual orientation, the presence of any sensory, mental, or physical disability, or honorably discharged veteran or military status. This is accomplished by: Restoring affirmative action into state law without the use of quotas or preferential treatment; defining the meaning of preferential treatment and its exceptions; and establishing a governor’s commission on diversity, equity, and inclusion.

**PART II
PROHIBITION OF DISCRIMINATION AND
PREFERENTIAL TREATMENT**

Sec. 3. RCW 49.60.400 and 2013 c 242 s 7 are each amended to read as follows:

(1) The state shall not discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, ~~((or))~~ national origin, age, sexual orientation, the presence of any sensory, mental, or physical disability, or honorably discharged veteran or military status in the operation of public employment, public education, or public contracting.

(2) This section applies only to action taken after December 3, 1998.

(3) This section does not affect any law or governmental action that does not discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, ~~((or))~~ national origin, age, sexual orientation, the presence of any sensory, mental, or physical disability, or honorably discharged veteran or military status.

(4) This section does not affect any otherwise lawful classification that:

(a) Is based on sex and is necessary for sexual privacy or medical or psychological treatment; or

(b) Is necessary for undercover law enforcement or for film, video, audio, or theatrical casting; or

(c) Provides for separate athletic teams for each sex.

(5) This section does not invalidate any court order or consent decree that is in force as of December 3, 1998.

(6) This section does not prohibit action that must be taken to establish or maintain eligibility for any federal program, if the director of the office of financial management, in consultation with the attorney general and the governor’s commission on diversity, equity, and inclusion, determines that ineligibility ((would)) will result in a material loss of federal funds to the state.

(7) Nothing in this section prohibits schools established under chapter 28A.715 RCW from:

(a) Implementing a policy of Indian preference in employment; or

(b) Prioritizing the admission of tribal members where capacity of the school’s programs or facilities is not as large as demand.

(8) Nothing in this section prohibits the state from remedying discrimination against, or underrepresentation of, disadvantaged groups as documented in a valid disparity study or proven in a court of law.

(9) Nothing in this section prohibits the state from implementing affirmative action laws, regulations, policies, or procedures such as participation goals or outreach efforts that do not utilize quotas and that do not constitute preferential treatment as defined in this section.

(10) Nothing in this section prohibits the state from implementing affirmative action laws, regulations, policies, or procedures which are not in violation of a state or federal statute, final regulation, or court order.

11 For the purposes of this section((:)):

(a) “State” includes, but is not necessarily limited to, the state itself, any city, county, public college or university, community college, school district, special district, or other political subdivision or governmental instrumentality of or within the state;

(b) “State agency” means the same as defined in RCW 42.56.010;

(c) “Affirmative action” means a policy in which an individual’s race, sex, ethnicity, national origin, age, the presence of any sensory, mental, or physical disability, and honorably discharged veteran or military status are factors considered in the selection of qualified women, honorably discharged military veterans, persons in protected age categories, persons with disabilities, and minorities for opportunities in public education, public employment, and public contracting. Affirmative action includes, but shall not be limited to, recruitment, hiring, training, promotion, outreach, setting and achieving goals and timetables, and other measures designed to increase Washington’s diversity in public education, public employment, and public contracting; and

(d) “Preferential treatment” means the act of using race, sex, color, ethnicity, national origin, age, sexual orientation, the presence of any sensory, mental, or physical disability,

and honorably discharged veteran or military status as the sole qualifying factor to select a lesser qualified candidate over a more qualified candidate for a public education, public employment, or public contracting opportunity.

~~((9))~~ (12) The remedies available for violations of this section shall be the same, regardless of the injured party's race, sex, color, ethnicity, or national origin, as are otherwise available for violations of Washington antidiscrimination law.

~~((10))~~ (13) This section shall be self-executing. If any part or parts of this section are found to be in conflict with federal law, the United States Constitution, or the Washington state Constitution, the section shall be implemented to the maximum extent that federal law, the United States Constitution, and the Washington state Constitution permit. Any provision held invalid shall be severable from the remaining portions of this section.

Sec. 4. RCW 43.43.015 and 1985 c 365 s 4 are each amended to read as follows:

For the purposes of this chapter, "affirmative action" means, in addition to and consistent with the definition in section 3 of this act, a policy or procedure by which racial minorities, women, persons in the protected age category, persons with disabilities, Vietnam-era veterans, honorably discharged military veterans, and ~~((disabled))~~ veterans with disabilities are provided with increased employment opportunities. It shall not mean any ~~((sort))~~ form of quota system.

PART III

CREATION OF THE GOVERNOR'S COMMISSION ON DIVERSITY, EQUITY, AND INCLUSION

NEW SECTION. Sec. 5. A new section is added to chapter 43.06 RCW to read as follows:

(1) There is created the governor's commission on diversity, equity, and inclusion. The commission is responsible for planning, directing, monitoring, and enforcing each state agency's compliance with this act. The commission may propose and oppose legislation and shall publish an annual report on the progress of all state agencies in achieving diversity, equity, and inclusion in public education, public employment, and public contracting.

(2) The governor's commission on diversity, equity, and inclusion shall be staffed and funded within the governor's biennial budget. The executive commission members shall be appointed by the governor and serve four-year terms:

- (a) Lieutenant governor;
- (b) Attorney general;
- (c) Superintendent of public instruction;
- (d) Commissioner of the department of employment security;
- (e) Secretary of the department of transportation;
- (f) Director of the department of enterprise services;
- (g) Director of the office of minority and women's business enterprises;
- (h) Director of the department of commerce;
- (i) Director of the department of veterans affairs;
- (j) Executive director of the human rights commission;
- (k) Director of the office of financial management;
- (l) Director of the department of labor and industries;
- (m) Executive director of the governor's office of Indian affairs;
- (n) Executive director of the Washington state women's commission;

(o) Executive director of the commission on African-American affairs;

(p) Executive director of the commission on Asian Pacific American affairs;

(q) Executive director of the commission on Hispanic affairs;

(r) Chair of the governor's committee on disability issues and employment;

(s) Chair of the council of presidents;

(t) Chair of the board for community and technical colleges;

(u) Chair of the workforce training and education coordinating board;

(v) Executive director of the board of education;

(w) Chair of the board of Washington STEM;

(x) Chair, officer, or director of a state agency or nonprofit organization representing the legal immigrant and refugee community;

(y) Chair, officer, or director of a state agency or nonprofit organization representing the lesbian, gay, bisexual, transgender, and queer community;

(z) Any other agencies or community representatives the governor deems necessary to carry out the objectives of the commission.

(3) (a) The commission shall also consist of the following legislatively appointed members:

(i) Two state senators, one from each of the two largest caucuses, appointed by the president of the senate;

(ii) Two members of the state house of representatives, one from each of the two largest caucuses, appointed by the speaker of the house of representatives.

(b) Legislative members shall serve two-year terms, from the date of their appointment.

(4) Each commission member shall serve for the term of his or her appointment and until his or her successor is appointed. Any commission member listed in subsection (2) of this section, who serves by virtue of his or her office, shall be immediately replaced by his or her duly elected or appointed successor.

(5) A vacancy on the commission shall be filled within thirty days of the vacancy in the same manner as the original appointment.

PART IV

MISCELLANEOUS

NEW SECTION. Sec. 6. Within three months following the effective date of this section, the office of program research and senate committee services shall prepare a joint memorandum and draft legislation to present to the appropriate committees of the legislature regarding any necessary changes to the Revised Code of Washington to bring nomenclature and processes in line with this act so as to fully effectuate and not interfere in any way with its intent. In preparing the memorandum and draft legislation, the office of program research and senate committee services shall consult with the sponsors of this initiative, the governor's committee on diversity, equity, and inclusion and the state human rights commission.

NEW SECTION. Sec. 7. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

NEW SECTION. Sec. 8. For constitutional purposes, the subject of this act is "Diversity, Equity, and Inclusion."

Complete Text

Initiative Measure No. 976

BRING BACK OUR \$30 CAR TABS

AN ACT Relating to limiting state and local taxes, fees, and other charges relating to vehicles; amending RCW 46.17.350, 46.17.355, 46.17.323, 82.08.020, 82.44.065, 81.104.140, and 81.104.160; adding a new section to chapter 46.17 RCW; adding a new section to chapter 82.44 RCW; adding a new section to chapter 81.112 RCW; creating new sections; repealing RCW 46.17.365, 46.68.415, 82.80.130, 82.80.140, 82.44.035, and 81.104.160; and providing an effective date.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF WASHINGTON:

POLICIES AND PURPOSES

NEW SECTION. Sec. 1. Voters have repeatedly approved initiatives limiting vehicle costs, yet politicians keep ignoring the voters' repeated, unambiguous mandate by imposing higher and higher vehicle taxes and fees. It's not fair and it must stop. Without this follow-up ballot measure, vehicle costs will continue to skyrocket until vehicle charges are obscenely expensive, as they were prior to Initiative 695. This measure and each of its provisions limit state and local taxes, fees, and other charges relating to motor vehicles. This measure would limit annual motor vehicle license fees to \$30, except voter-approved charges, repeal and remove authority to impose certain vehicle taxes and charges; and base vehicle taxes on Kelley Blue Book rather than the dishonest, inaccurate, and artificially inflated manufacturer's suggested retail price (MSRP). Voters have repeatedly approved initiatives limiting vehicle costs. Politicians must learn to listen to the people.

LIMITING ANNUAL MOTOR-VEHICLE-LICENSE FEES TO \$30, EXCEPT VOTER-APPROVED CHARGES

NEW SECTION. Sec. 2. A new section is added to chapter 46.17 RCW to read as follows:

(1) State and local motor vehicle license fees may not exceed \$30 per year for motor vehicles, regardless of year, value, make, or model.

(2) For the purposes of this section, "state and local motor vehicle license fees" means the general license tab fees paid annually for licensing motor vehicles, including but not limited to cars, sport utility vehicles, light trucks under RCW 46.17.355, motorcycles, and motor homes, and do not include charges approved by voters after the effective date of this section. This annual fee must be paid and collected annually and is due at the time of initial and renewal vehicle registration.

Sec. 3. RCW 46.17.350 and 2014 c 30 s 2 are each amended to read as follows:

(1) Before accepting an application for a vehicle registration, the department, county auditor or other agent, or subagent appointed by the director shall require the applicant, unless specifically exempt, to pay the following vehicle license fee by vehicle type:

VEHICLE TYPE	INITIAL FEE	RENEWAL FEE	DISTRIB-UTED UNDER
(a) Auto stage, six seats or less	\$ 30.00	\$ 30.00	RCW 46.68.030
(b) Camper	\$ 4.90	\$ 3.50	RCW 46.68.030
(c) Commercial trailer	\$ ((34.00)) 30.00	\$ 30.00	RCW 46.68.035
(d) For hire vehicle, six seats or less	\$ 30.00	\$ 30.00	RCW 46.68.030
(e) Mobile home (if registered)	\$ 30.00	\$ 30.00	RCW 46.68.030
(f) Moped	\$ 30.00	\$ 30.00	RCW 46.68.030
(g) Motor home	\$ 30.00	\$ 30.00	RCW 46.68.030
(h) Motorcycle	\$ 30.00	\$ 30.00	RCW 46.68.030
(i) Off-road vehicle	\$ 18.00	\$ 18.00	RCW 46.68.045
(j) Passenger car	\$ 30.00	\$ 30.00	RCW 46.68.030
(k) Private use single-axle trailer	\$ 15.00	\$ 15.00	RCW 46.68.035
(l) Snowmobile	\$ ((50.00)) 30.00	\$ ((50.00)) 30.00	RCW 46.68.350
(m) Snowmobile, vintage	\$ 12.00	\$ 12.00	RCW 46.68.350
(n) Sport utility vehicle	\$ 30.00	\$ 30.00	RCW 46.68.030
(o) Tow truck	\$ 30.00	\$ 30.00	RCW 46.68.030
(p) Trailer, over 2000 pounds	\$ 30.00	\$ 30.00	RCW 46.68.030
(q) Travel trailer	\$ 30.00	\$ 30.00	RCW 46.68.030
(r) Wheeled all-terrain vehicle, on-road use	\$ 12.00	\$ 12.00	RCW 46.09.540
(s) Wheeled all-terrain vehicle, off-road use	\$ 18.00	\$ 18.00	RCW 46.09.510

(2) The vehicle license fee required in subsection (1) of this section is in addition to the filing fee required under RCW 46.17.005, and any other fee or tax required by law.

Sec. 4. RCW 46.17.355 and 2015 3rd sp.s. c 44 s 201 are each amended to read as follows:

(1)(a) For vehicle registrations that are due or become due before July 1, 2016, in lieu of the vehicle license fee required under RCW 46.17.350 and before accepting an application for a vehicle registration for motor vehicles described in RCW 46.16A.455, the department, county auditor or other agent, or subagent appointed by the director shall require the applicant, unless specifically exempt, to pay the following license fee by weight:

WEIGHT	SCHEDULE A	SCHEDULE B
4,000 pounds	\$ 38.00	\$ 38.00
6,000 pounds	\$ 48.00	\$ 48.00
8,000 pounds	\$ 58.00	\$ 58.00
10,000 pounds	\$ 60.00	\$ 60.00
12,000 pounds	\$ 77.00	\$ 77.00
14,000 pounds	\$ 88.00	\$ 88.00
16,000 pounds	\$ 100.00	\$ 100.00
18,000 pounds	\$ 152.00	\$ 152.00
20,000 pounds	\$ 169.00	\$ 169.00
22,000 pounds	\$ 183.00	\$ 183.00
24,000 pounds	\$ 198.00	\$ 198.00
26,000 pounds	\$ 209.00	\$ 209.00
28,000 pounds	\$ 247.00	\$ 247.00
30,000 pounds	\$ 285.00	\$ 285.00
32,000 pounds	\$ 344.00	\$ 344.00
34,000 pounds	\$ 366.00	\$ 366.00
36,000 pounds	\$ 397.00	\$ 397.00
38,000 pounds	\$ 436.00	\$ 436.00
40,000 pounds	\$ 499.00	\$ 499.00
42,000 pounds	\$ 519.00	\$ 609.00
44,000 pounds	\$ 530.00	\$ 620.00
46,000 pounds	\$ 570.00	\$ 660.00
48,000 pounds	\$ 594.00	\$ 684.00
50,000 pounds	\$ 645.00	\$ 735.00
52,000 pounds	\$ 678.00	\$ 768.00
54,000 pounds	\$ 732.00	\$ 822.00
56,000 pounds	\$ 773.00	\$ 863.00
58,000 pounds	\$ 804.00	\$ 894.00
60,000 pounds	\$ 857.00	\$ 947.00
62,000 pounds	\$ 919.00	\$ 1,009.00
64,000 pounds	\$ 939.00	\$ 1,029.00
66,000 pounds	\$ 1,046.00	\$ 1,136.00
68,000 pounds	\$ 1,091.00	\$ 1,181.00
70,000 pounds	\$ 1,175.00	\$ 1,265.00
72,000 pounds	\$ 1,257.00	\$ 1,347.00
74,000 pounds	\$ 1,366.00	\$ 1,456.00
76,000 pounds	\$ 1,476.00	\$ 1,566.00
78,000 pounds	\$ 1,612.00	\$ 1,702.00
80,000 pounds	\$ 1,740.00	\$ 1,830.00
82,000 pounds	\$ 1,861.00	\$ 1,951.00
84,000 pounds	\$ 1,981.00	\$ 2,071.00
86,000 pounds	\$ 2,102.00	\$ 2,192.00
88,000 pounds	\$ 2,223.00	\$ 2,313.00
90,000 pounds	\$ 2,344.00	\$ 2,434.00
92,000 pounds	\$ 2,464.00	\$ 2,554.00

94,000 pounds	\$ 2,585.00	\$ 2,675.00
96,000 pounds	\$ 2,706.00	\$ 2,796.00
98,000 pounds	\$ 2,827.00	\$ 2,917.00
100,000 pounds	\$ 2,947.00	\$ 3,037.00
102,000 pounds	\$ 3,068.00	\$ 3,158.00
104,000 pounds	\$ 3,189.00	\$ 3,279.00
105,500 pounds	\$ 3,310.00	\$ 3,400.00

(b) For vehicle registrations that are due or become due on or after July 1, 2016, in lieu of the vehicle license fee required under RCW 46.17.350 and before accepting an application for a vehicle registration for motor vehicles described in RCW 46.16A.455, the department, county auditor or other agent, or subagent appointed by the director shall require the applicant, unless specifically exempt, to pay the following license fee by gross weight:

WEIGHT	SCHEDULE A	SCHEDULE B
4,000 pounds	\$ ((53.00)) 30.00	\$ ((53.00)) 30.00
6,000 pounds	\$ ((73.00)) 30.00	\$ ((73.00)) 30.00
8,000 pounds	\$ ((93.00)) 30.00	\$ ((93.00)) 30.00
10,000 pounds	\$ ((93.00)) 30.00	\$ ((93.00)) 30.00
12,000 pounds	\$ 81.00	\$ 81.00
14,000 pounds	\$ 88.00	\$ 88.00
16,000 pounds	\$ 100.00	\$ 100.00
18,000 pounds	\$ 152.00	\$ 152.00
20,000 pounds	\$ 169.00	\$ 169.00
22,000 pounds	\$ 183.00	\$ 183.00
24,000 pounds	\$ 198.00	\$ 198.00
26,000 pounds	\$ 209.00	\$ 209.00
28,000 pounds	\$ 247.00	\$ 247.00
30,000 pounds	\$ 285.00	\$ 285.00
32,000 pounds	\$ 344.00	\$ 344.00
34,000 pounds	\$ 366.00	\$ 366.00
36,000 pounds	\$ 397.00	\$ 397.00
38,000 pounds	\$ 436.00	\$ 436.00
40,000 pounds	\$ 499.00	\$ 499.00
42,000 pounds	\$ 519.00	\$ 609.00
44,000 pounds	\$ 530.00	\$ 620.00
46,000 pounds	\$ 570.00	\$ 660.00
48,000 pounds	\$ 594.00	\$ 684.00
50,000 pounds	\$ 645.00	\$ 735.00
52,000 pounds	\$ 678.00	\$ 768.00
54,000 pounds	\$ 732.00	\$ 822.00
56,000 pounds	\$ 773.00	\$ 863.00
58,000 pounds	\$ 804.00	\$ 894.00
60,000 pounds	\$ 857.00	\$ 947.00
62,000 pounds	\$ 919.00	\$ 1,009.00
64,000 pounds	\$ 939.00	\$ 1,029.00
66,000 pounds	\$ 1,046.00	\$ 1,136.00
68,000 pounds	\$ 1,091.00	\$ 1,181.00
70,000 pounds	\$ 1,175.00	\$ 1,265.00
72,000 pounds	\$ 1,257.00	\$ 1,347.00
74,000 pounds	\$ 1,366.00	\$ 1,456.00
76,000 pounds	\$ 1,476.00	\$ 1,566.00
78,000 pounds	\$ 1,612.00	\$ 1,702.00
80,000 pounds	\$ 1,740.00	\$ 1,830.00
82,000 pounds	\$ 1,861.00	\$ 1,951.00
84,000 pounds	\$ 1,981.00	\$ 2,071.00
86,000 pounds	\$ 2,102.00	\$ 2,192.00
88,000 pounds	\$ 2,223.00	\$ 2,313.00

90,000 pounds	\$ 2,344.00	\$ 2,434.00
92,000 pounds	\$ 2,464.00	\$ 2,554.00
94,000 pounds	\$ 2,585.00	\$ 2,675.00
96,000 pounds	\$ 2,706.00	\$ 2,796.00
98,000 pounds	\$ 2,827.00	\$ 2,917.00
100,000 pounds	\$ 2,947.00	\$ 3,037.00
102,000 pounds	\$ 3,068.00	\$ 3,158.00
104,000 pounds	\$ 3,189.00	\$ 3,279.00
105,500 pounds	\$ 3,310.00	\$ 3,400.00

(2) Schedule A applies to vehicles either used exclusively for hauling logs or that do not tow trailers. Schedule B applies to vehicles that tow trailers and are not covered under Schedule A.

(3) If the resultant gross weight is not listed in the table provided in subsection (1) of this section, it must be increased to the next higher weight.

(4) The license fees provided in subsection (1) of this section and the freight project fee provided in subsection ~~((6))~~ (7) of this section are in addition to the filing fee required under RCW 46.17.005 and any other fee or tax required by law.

(5) The license fees provided in subsection (1) of this section for light trucks weighing 10,000 pounds or less are limited to \$30.

(6) The license fee based on declared gross weight as provided in subsection (1) of this section must be distributed under RCW 46.68.035.

~~((6))~~ (7) For vehicle registrations that are due or become due on or after July 1, 2016, in addition to the license fee based on declared gross weight as provided in subsection (1) of this section, the department, county auditor or other agent, or subagent appointed by the director must require an applicant with a vehicle with a declared gross weight of more than 10,000 pounds, unless specifically exempt, to pay a freight project fee equal to fifteen percent of the license fee provided in subsection (1) of this section, rounded to the nearest whole dollar, which must be distributed under RCW 46.68.035.

~~((7))~~ (8) For vehicle registrations that are due or become due on or after July 1, 2022, in addition to the license fee based on declared gross weight as provided in subsection (1) of this section, the department, county auditor or other agent, or subagent appointed by the director must require an applicant with a vehicle with a declared gross weight of less than or equal to 12,000 pounds, unless specifically exempt, to pay an additional weight fee of ten dollars, which must be distributed under RCW 46.68.035.

Sec. 5. RCW 46.17.323 and 2015 3rd sp.s. c 44 s 203 are each amended to read as follows:

(1) Before accepting an application for an annual vehicle registration renewal for a vehicle that both (a) uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and (b) is capable of traveling at least thirty miles using only battery power, the department, county auditor or other agent, or subagent appointed by the director must require the applicant to pay a ~~((one hundred dollar fee in addition to any other fees and taxes required by law))~~ \$30 fee. The ~~((one~~

~~hundred thirty dollar))~~ \$30 fee is due only at the time of annual registration renewal.

(2) This section only applies to a vehicle that is designed to have the capability to drive at a speed of more than thirty-five miles per hour.

~~(3)((a) The fee under this section is imposed to provide funds to mitigate the impact of vehicles on state roads and highways and for the purpose of evaluating the feasibility of transitioning from a revenue collection system based on fuel taxes to a road user assessment system, and is separate and distinct from other vehicle license fees. Proceeds from the fee must be used for highway purposes, and must be deposited in the motor vehicle fund created in RCW 46.68.070, subject to (b) of this subsection.~~

~~(b))~~ If in any year the amount of proceeds from the fee collected under this section exceeds one million dollars, the excess amount over one million dollars must be deposited as follows:

~~((i))~~ ~~(a)~~ Seventy percent to the motor vehicle fund created in RCW 46.68.070;

~~((iii))~~ ~~(b)~~ Fifteen percent to the transportation improvement account created in RCW 47.26.084; and

~~((iii))~~ ~~(c)~~ Fifteen percent to the rural arterial trust account created in RCW 36.79.020.

~~((4)(a) In addition to the fee established in subsection (1) of this section, before accepting an application for an annual vehicle registration renewal for a vehicle that both (i) uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and (ii) is capable of traveling at least thirty miles using only battery power, the department, county auditor or other agent, or subagent appointed by the director must require the applicant to pay a fifty dollar fee.~~

~~(b) The fee required under (a) of this subsection must be distributed as follows:~~

~~(i) The first one million dollars raised by the fee must be deposited into the multimodal transportation account created in RCW 47.66.070; and~~

~~(ii) Any remaining amounts must be deposited into the motor vehicle fund created in RCW 46.68.070.~~

~~(5) This section applies to annual vehicle registration renewals until the effective date of enacted legislation that imposes a vehicle miles traveled fee or tax.)~~

REPEAL AND REMOVE AUTHORITY TO IMPOSE CERTAIN VEHICLE TAXES AND CHARGES

Sec. 6. The following acts or parts of acts are each repealed:

(1) RCW 46.17.365 (Motor vehicle weight fee—Motor home vehicle weight fee) and 2015 3rd sp.s. c 44 s 202 & 2010 c 161 s 533;

(2) RCW 46.68.415 (Motor vehicle weight fee, motor home vehicle weight fee—Disposition) and 2010 c 161 s 813;

(3) RCW 82.80.130 (Passenger-only ferry service—Local option motor vehicle excise tax authorized) and 2010 c 161 s 916, 2006 c 318 s 4, & 2003 c 83 s 206; and

(4) RCW 82.80.140 (Vehicle fee—Transportation benefit

district—Exemptions) and 2015 3rd sp.s. c 44 s 310, 2010 c 161 s 917, 2007 c 329 s 2, & 2005 c 336 s 16.

Sec. 7. RCW 82.08.020 and 2014 c 140 s 12 are each amended to read as follows:

(1) There is levied and collected a tax equal to six and five-tenths percent of the selling price on each retail sale in this state of:

(a) Tangible personal property, unless the sale is specifically excluded from the RCW 82.04.050 definition of retail sale;

(b) Digital goods, digital codes, and digital automated services, if the sale is included within the RCW 82.04.050 definition of retail sale;

(c) Services, other than digital automated services, included within the RCW 82.04.050 definition of retail sale;

(d) Extended warranties to consumers; and

(e) Anything else, the sale of which is included within the RCW 82.04.050 definition of retail sale.

(2) There is levied and collected an additional tax on each retail car rental, regardless of whether the vehicle is licensed in this state, equal to five and nine-tenths percent of the selling price. The revenue collected under this subsection must be deposited in the multimodal transportation account created in RCW 47.66.070.

~~(3) ((Beginning July 1, 2003, there is levied and collected an additional tax of three-tenths of one percent of the selling price on each retail sale of a motor vehicle in this state, other than retail car rentals taxed under subsection (2) of this section. The revenue collected under this subsection must be deposited in the multimodal transportation account created in RCW 47.66.070.~~

~~(4) For purposes of subsection (3) of this section, “motor vehicle” has the meaning provided in RCW 46.04.320, but does not include:~~

~~(a) Farm tractors or farm vehicles as defined in RCW 46.04.180 and 46.04.181, unless the farm tractor or farm vehicle is for use in the production of marijuana;~~

~~(b) Off-road vehicles as defined in RCW 46.04.365;~~

~~(c) Nonhighway vehicles as defined in RCW 46.09.310; and~~

~~(d) Snowmobiles as defined in RCW 46.04.546.~~

~~(5)) Beginning on December 8, 2005, 0.16 percent of the taxes collected under subsection (1) of this section must be dedicated to funding comprehensive performance audits required under RCW 43.09.470. The revenue identified in this subsection must be deposited in the performance audits of government account created in RCW 43.09.475.~~

~~((6)) (4) The taxes imposed under this chapter apply to successive retail sales of the same property.~~

~~((7)) (5) The rates provided in this section apply to taxes imposed under chapter 82.12 RCW as provided in RCW 82.12.020.~~

BASE VEHICLE TAXES USING KELLEY BLUE BOOK VALUE

NEW SECTION. Sec. 8. A new section is added to chapter 82.44 RCW to read as follows:

(1) **BASE VEHICLE TAXES USING KELLEY BLUE BOOK VALUE.** Any motor vehicle excise tax must be calculated in an honest and accurate way so the burden on vehicle owners is not artificially inflated. For the purpose of determining a vehicle tax, a taxing district imposing a vehicle tax must set a vehicle’s taxable value at the vehicle’s base model Kelley Blue book value. This ensures an honest and accurate calculation of the tax and, combined with the appeal process in RCW 82.44.065, ensures that vehicle owners are taxed on their vehicle’s market value.

(2) For the purpose of determining a tax under this chapter, the value of a truck-type power or trailing unit, or motor vehicle, including a passenger vehicle, motorcycle, motor home, sport utility vehicle, or light duty truck is the base model Kelley Blue book value of the vehicle, excluding applicable federal excise taxes, state and local sales or use taxes, transportation or shipping costs, or preparatory or delivery costs.

Sec. 9. RCW 82.44.065 and 2010 c 161 s 912 each amended to read as follows:

If the department determines a value for a vehicle ~~((equivalent to a manufacturer’s base suggested retail price or the value of a truck or trailer under RCW 82.44.035))~~ under section 8 of this act, any person who pays a state or locally imposed tax for that vehicle may appeal the valuation to the department under chapter 34.05 RCW. If the taxpayer is successful on appeal, the department shall refund the excess tax in the manner provided in RCW 82.44.120. Using Kelley Blue Book value ensures an honest and accurate calculation.

NEW SECTION. Sec. 10. RCW 81.104.140 and 2015 3rd sp.s. c 44 s 318 are each amended to read as follows:

(1) Agencies authorized to provide high capacity transportation service, including transit agencies and regional transit authorities, and regional transportation investment districts acting with the agreement of an agency, are hereby granted dedicated funding sources for such systems. These dedicated funding sources, as set forth in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175, are authorized only for agencies located in (a) each county with a population of two hundred ten thousand or more and (b) each county with a population of from one hundred twenty-five thousand to less than two hundred ten thousand except for those counties that do not border a county with a population as described under (a) of this subsection. In any county with a population of one million or more or in any county having a population of four hundred thousand or more bordering a county with a population of one million or more, these funding sources may be imposed only by a regional transit authority or a regional transportation investment district. Regional transportation investment districts may, with the approval of the regional transit authority within its boundaries, impose the taxes authorized under this chapter, but only upon approval of the voters and to the extent that the maximum amount of taxes authorized under this chapter have not been imposed.

(2) Agencies planning to construct and operate a high capacity transportation system should also seek other funds, including federal, state, local, and private sector assistance.

(3) Funding sources should satisfy each of the following criteria to the greatest extent possible:

- (a) Acceptability;
- (b) Ease of administration;
- (c) Equity;
- (d) Implementation feasibility;
- (e) Revenue reliability; and
- (f) Revenue yield.

(4)(a) Agencies participating in regional high capacity transportation system development are authorized to levy and collect the following voter-approved local option funding sources:

- (i) Employer tax as provided in RCW 81.104.150, other than by regional transportation investment districts;
- (ii) ~~(Special motor vehicle excise tax as provided in RCW 81.104.160;~~
- (iii) Regular property tax as provided in 81.104.175; and
- ~~((iv))~~ (iii) Sales and use tax as provided in RCW 81.104.170.

(b) Revenues from these taxes may be used only to support those purposes prescribed in subsection (10) of this section. Before the date of an election authorizing an agency to impose any of the taxes enumerated in this section and authorized in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175, the agency must comply with the process prescribed in RCW 81.104.100 (1) and (2) and 81.104.110. No construction on exclusive right-of-way may occur before the requirements of RCW 81.104.100(3) are met.

(5) Except for the regular property tax authorized in 81.104.175, the authorization in subsection (4) of this section may not adversely affect the funding authority of transit agencies not provided for in this chapter. Local option funds may be used to support implementation of interlocal agreements with respect to the establishment of regional high capacity transportation service. Except when a regional transit authority exists, local jurisdictions must retain control over moneys generated within their boundaries, although funds may be commingled with those generated in other areas for planning, construction, and operation of high capacity transportation systems as set forth in the agreements.

(6) Except for the regular property tax authorized in 81.104.175, agencies planning to construct and operate high capacity transportation systems may contract with the state for collection and transference of voter-approved local option revenue.

(7) Dedicated high capacity transportation funding sources authorized in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175 are subject to voter approval by a simple majority. A single ballot proposition may seek approval for one or more of the authorized taxing sources. The ballot title must reference the document identified in subsection (8) of this section.

(8) Agencies must provide to the registered voters in the area a document describing the systems plan and the financing plan set forth in RCW 81.104.100. It must also describe the relationship of the system to regional issues such as development density at station locations and activity centers, and the interrelationship of the system to adopted land use and transportation demand management goals within the region. This document must be provided to the voters at least twenty days prior to the date of the election.

(9) For any election in which voter approval is sought for a high capacity transportation system plan and financing plan pursuant to RCW 81.104.040, a local voter's pamphlet must be produced as provided in chapter 29A.32 RCW.

(10)(a) Agencies providing high capacity transportation service must retain responsibility for revenue encumbrance, disbursement, and bonding. Funds may be used for any purpose relating to planning, construction, and operation of high capacity transportation systems and commuter rail systems, personal rapid transit, busways, bus sets, and entrained and linked buses.

(b) A regional transit authority that ~~((imposes a motor vehicle excise tax after the effective date of this section,))~~ imposes a property tax(;) or increases a sales and use tax to more than nine-tenths of one percent must undertake a process in which the authority's board formally considers inclusion of the name, Scott White, in the naming convention associated with either the University of Washington or Roosevelt stations.

NEW SECTION. Sec. 11. The following acts or parts of acts are each repealed:

(1) RCW 82.44.035 (Valuation of vehicles) and 2010 c 161 s 910 & 2006 c 318 s 1; and

(2) RCW 81.104.160 (Motor vehicle excise tax for regional transit authorities---Sales and use tax on car rentals---Former motor vehicle excise tax repealed) and 2015 3rd sp.s. c 44 s 319, 2010 c 161 s 903, 2009 c 280 s 4, 2003 c 1 s 6 (Initiative Measure No. 776, approved November 5, 2002), & 1998 c 321 s 35 (Referendum Bill No. 49, approved November 3, 1998).

NEW SECTION. Sec. 12. A new section is added to chapter 81.112 RCW to read as follows:

In order to effectuate the policies, purposes, and intent of this act and to ensure that the motor vehicle excise taxes repealed by this act are no longer imposed or collected, an authority that imposes a motor vehicle excise tax under RCW 81.104.160 must fully retire, defease, or refinance any outstanding bonds issued under this chapter if:

(1) Any revenue collected prior to the effective date of this section from the motor vehicle excise tax imposed under RCW 81.104.160 has been pledged to such bonds; and

(2) The bonds, by virtue of the terms of the bond contract, covenants, or similar terms, may be retired or defeased early or refinanced.

Sec. 13. RCW 81.104.160 and 2015 3rd sp.s. c 44 s 319 are each amended to read as follows:

(1) Regional transit authorities that include a county with a population of more than one million five hundred thousand may submit an authorizing proposition to the voters, and if approved, may levy and collect an excise tax, at a rate approved by the voters, but not exceeding (~~eight-tenths~~) two-tenths of one percent on the value, under chapter 82.44 RCW, of every motor vehicle owned by a resident of the taxing district, solely for the purpose of providing high capacity transportation service. The maximum tax rate under this subsection does not include a motor vehicle excise tax approved before the effective date of this section if the tax will terminate on the date bond debt to which the tax is pledged is repaid. This tax does not apply to vehicles licensed under RCW 46.16A.455 except vehicles with an unladen weight of six thousand pounds or less, RCW 46.16A.425 or 46.17.335(2). Notwithstanding any other provision of this subsection or chapter 82.44 RCW, a motor vehicle excise tax imposed by a regional transit authority before or after the effective date of this section must comply with chapter 82.44 RCW as it existed on January 1, 1996, until December 31st of the year in which the regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before the effective date of this section. Motor vehicle taxes collected by regional transit authorities after December 31st of the year in which a regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before the effective date of this section must comply with chapter 82.44 RCW as it existed on the date the tax was approved by voters.

(2) An agency and high capacity transportation corridor area may impose a sales and use tax solely for the purpose of providing high capacity transportation service, in addition to the tax authorized by RCW 82.14.030, upon retail car rentals within the applicable jurisdiction that are taxable by the state under chapters 82.08 and 82.12 RCW. The rate of tax may not exceed 2.172 percent. The rate of tax imposed under this subsection must bear the same ratio of the 2.172 percent authorized that the rate imposed under subsection (1) of this section bears to the rate authorized under subsection (1) of this section. The base of the tax is the selling price in the case of a sales tax or the rental value of the vehicle used in the case of a use tax.

(3) Any motor vehicle excise tax previously imposed under the provisions of RCW 81.104.160(1) shall be repealed, terminated, and expire on December 5, 2002, except for a motor vehicle excise tax for which revenues have been contractually pledged to repay a bonded debt issued before December 5, 2002, as determined by *Pierce County et al. v. State*, 159 Wn.2d 16, 148 P.3d 1002 (2006). In the case of bonds that were previously issued, the motor vehicle excise tax must comply with chapter 82.44 RCW as it existed on January 1, 1996.

(4) If a regional transit authority imposes the tax authorized under subsection (1) of this section, the authority may not receive any state grant funds provided in an

omnibus transportation appropriations act except transit coordination grants created in chapter 11, Laws of 2015 3rd sp. sess.

NEW SECTION. **Sec. 14. CONSTRUCTION CLAUSE.** The provisions of this act are to be liberally construed to effectuate the intent, policies, and purposes of this act.

NEW SECTION. **Sec. 15. SEVERABILITY CLAUSE.** If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

NEW SECTION. **Sec. 16. EFFECTIVE DATE.** (1) Sections 10 and 11 of this act take effect on the date that the regional transit authority complies with section 12 of this act and retires, defeases, or refinances its outstanding bonds.

(2) Section 13 takes effect April 1, 2020, if sections 10 and 11 of this act have not taken effect by March 31, 2020.

(3) The regional transit authority must provide written notice of the effective dates of sections 10, 11, and 13 of this act to affected parties, the chief clerk of the house of representatives, the secretary of the senate, the office of the code reviser, and others as deemed appropriate by the regional transit authority.

NEW SECTION. **Sec. 17. TITLE.** This act is known and may be cited as "Bring Back Our \$30 Car Tabs."

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Complete Text

Senate Joint Resolution No. 8200

BE IT RESOLVED, BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE STATE OF WASHINGTON, IN LEGISLATIVE SESSION ASSEMBLED:

THAT, At the next general election to be held in this state the secretary of state shall submit to the qualified voters of the state for their approval and ratification, or rejection, an amendment to Article II, section 42 of the Constitution of the state of Washington to read as follows:

Article II, section 42. The legislature, in order to insure continuity of state and local governmental operations in periods of emergency resulting from a catastrophic incident or enemy attack, shall have the power and the duty, immediately upon and after adoption of this amendment, to enact legislation providing for prompt and temporary succession to the powers and duties of public offices of whatever nature and whether filled by election or appointment, the incumbents and legal successors of which may become unavailable for carrying on the powers and duties of such offices; the legislature shall likewise enact such other measures as may be necessary and proper for insuring the continuity of governmental operations during such emergencies. Legislation enacted under the powers conferred by this amendment shall in all respects conform to the remainder of the Consti-

tution: *Provided*, That if, in the judgment of the legislature at the time of ~~((disaster))~~ the emergency, conformance to the provisions of the Constitution would be impracticable or would admit of undue delay, such legislation may depart during the period of emergency caused by a catastrophic incident or enemy attack only, from the following sections of the Constitution:

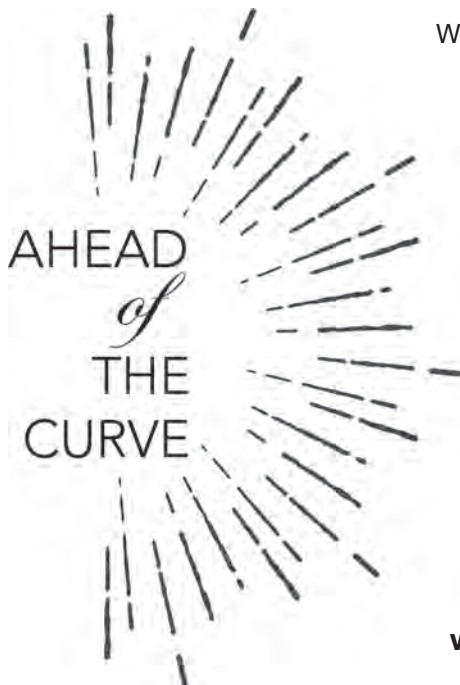
Article 14, Sections 1 and 2, Seat of Government;
Article 2, Sections 8, 15 (Amendments 13 and 32), and 22, Membership, Quorum of Legislature and Passage of Bills;
Article 3, Section 10 (Amendment 6), Succession to Governorship: *Provided*, That the legislature shall not depart from Section 10, Article III, as amended by Amendment 6, of the state Constitution relating to the Governor's office so long as any successor therein named is available and capable of assuming the powers and duties of such office as therein prescribed;

Article 3, Section 13, Vacancies in State Offices;
Article 11, Section 6, Vacancies in County Offices;
Article 11, Section 2, Seat of County Government;
Article 3, Section 24, State Records.

BE IT FURTHER RESOLVED, That the secretary of state shall cause notice of this constitutional amendment to be published at least four times during the four weeks next preceding the election in every legal newspaper in the state.

--- END ---

Celebrate women of Washington



Washington has been *Ahead of the Curve* since it first granted women suffrage (the right to vote) in 1883. Later revoked, in 1910 our state became the fifth to include women's suffrage in its constitution — a decade ahead of the nation.

Legacy Washington is gearing up for the 2020 centennial of women's suffrage in the United States by highlighting the pioneering spirit of some larger-than-life women and little-known stories with big impacts on our state, the nation, and beyond. Washington women keep blazing trails in fields from science to bridge building.

Visit the *Ahead of the Curve* exhibit at the Washington State Capitol in Olympia, or read in-depth profiles of all the subjects online.

www.sos.wa.gov/legacy

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WASHINGTON STATE ELECTIONS

GENERAL ELECTION
NOVEMBER 5




2019

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 Secretary of State
Tom Wyman

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