



**ISSUES ONLY SAMPLE BALLOT
PRIMARY ELECTION
AUGUST 5, 2014**

***Instructions to Voters: Completely darken the oval ●
to the left of your choice as shown. Use pencil, black
or blue pen. Do not use red ink.***

DO NOT ERASE

OFFICIAL BALLOT
STATE OF MISSOURI
SPECIAL ELECTION
TUESDAY, AUGUST 5, 2014

CONSTITUTIONAL AMENDMENT

CONSTITUTIONAL AMENDMENT NO. 1

*Proposed by the 97th General Assembly
(First Regular Session)
CCS No. 2 SS HCS HJR Nos. 11 & 7*

Shall the Missouri Constitution be amended to ensure that the right of Missouri citizens to engage in agricultural production and ranching practices shall not be infringed?

The potential costs or savings to governmental entities are unknown, but likely limited unless the resolution leads to increased litigation costs and/or the loss of federal funding.

YES NO

INSTRUCTION TO VOTERS

**If you are in favor of this amendment, completely darken the oval beside “YES”.
If you are opposed to this amendment, completely darken the oval beside “NO”.**

CONSTITUTIONAL AMENDMENT

CONSTITUTIONAL AMENDMENT NO. 5

*Proposed by the 97th General Assembly
(Second Regular Session)
SCS SJR No. 36*

Shall the Missouri Constitution be amended to include a declaration that the right to keep and bear arms is a unalienable right and that the state government is obligated to uphold that right?

State and local governmental entities should have no direct costs or savings from this proposal. However, the proposal's passage will likely lead to increased litigation and criminal justice related costs. The total potential costs are unknown, but could be significant.

YES NO

INSTRUCTION TO VOTERS

**If you are in favor of this amendment, completely darken the oval beside "YES".
If you are opposed to this amendment, completely darken the oval beside "NO".**

CONSTITUTIONAL AMENDMENT

CONSTITUTIONAL AMENDMENT NO. 7

*Proposed by the 97th General Assembly
(Second Regular Session)
SS HJR No. 68*

Should the Missouri Constitution be changed to enact a temporary sales tax of three-quarters of one percent to be used solely to fund state and local highways, roads, bridges and transportation projects for ten years, with priority given to repairing unsafe roads and bridges?

This change is expected to produce \$480 million annually to the state's Transportation Safety and Job Creation Fund and \$54 million for local governments. Increases in the gas tax will be prohibited. This revenue shall only be used for transportation purposes and cannot be diverted for other uses.

YES NO

INSTRUCTION TO VOTERS

**If you are in favor of this amendment, completely darken the oval beside "YES".
If you are opposed to this amendment, completely darken the oval beside "NO".**

CONSTITUTIONAL AMENDMENT

CONSTITUTIONAL AMENDMENT NO. 8

*Proposed by the 97th General Assembly
(Second Regular Session)
HJR No. 48*

Shall the Missouri Constitution be amended to create a “Veterans Lottery Ticket” and to use the revenue from the sale of these tickets for projects and services related to veterans?

The annual cost or savings to state and local governmental entities is unknown, but likely minimal. If sales of a veterans lottery ticket game decrease existing lottery ticket sales, the profits of which fund education, there could be a small annual shift in funding from education to veterans’ programs.

YES NO

INSTRUCTION TO VOTERS

**If you are in favor of this amendment, completely darken the oval beside “YES”.
If you are opposed to this amendment, completely darken the oval beside “NO”.**

CONSTITUTIONAL AMENDMENT

CONSTITUTIONAL AMENDMENT NO. 9

*Proposed by the 97th General Assembly
(Second Regular Session)
SCS SJR No. 27*

Shall the Missouri Constitution be amended so that the people shall be secure in their electronic communications and data from unreasonable searches and seizures as they are now likewise secure in their persons, homes, papers and effects?

State and local governmental entities expect no significant costs or savings.

YES NO

INSTRUCTION TO VOTERS

**If you are in favor of this amendment, completely darken the oval beside “YES”.
If you are opposed to this amendment, completely darken the oval beside “NO”.**

**OFFICIAL BALLOT
CITY OF KANSAS CITY, MISSOURI
SPECIAL ELECTION
TUESDAY, AUGUST 5, 2014**

QUESTION 1

SHALL THE FOLLOWING BE APPROVED?

Shall the City of Kansas City renew the imposition of its sales tax of $\frac{1}{4}\%$ for the purpose of providing revenues for the operation of the Kansas City Fire Department as authorized by Section 321.242 of the Revised Statutes of Missouri for a period of 20 years, which will extend the current existing $\frac{1}{4}\%$ sales tax providing revenues to operate the Fire Department that was authorized by the voters on August 8, 2001?

YES **NO**

INSTRUCTION TO VOTERS

Instructions to Voters: Completely darken the oval  to the left of your choice as shown. Use pencil, black or blue pen. Do not use red ink.

**OFFICIAL BALLOT
CITY OF KANSAS CITY, MISSOURI
KANSAS CITY URBAN RAIL
TRANSPORTATION DEVELOPMENT DISTRICT
TUESDAY, AUGUST 5, 2014**

QUESTION

Shall a transportation development district, to be known as the “Kansas City Urban Rail Transportation Development District” (the “District”), be organized in that part of Kansas City, Jackson County, Missouri generally bounded by the Missouri River on the north, State Line Road on the west, Interstate 435 on the east (but including an area east of Interstate 435 to incorporate Kauffman and Arrowhead Stadiums) and approximately 51st Street on the southwest and Gregory Boulevard on the southeast (but the specific legal description below will control), for the purpose of developing the transportation project (the “Project”) operating within the boundaries of, or serving and benefiting, the proposed District and consisting of the two subprojects described below, each of which subprojects are approved, and to have the power to fund the proposed Project upon separate voter approval by any or all of the following methods in any combination, each of which are, subject to approval at one or more future elections, approved as potential funding methods?

YES **NO**

Summary of the Project:

Subproject 1: The design, construction, ownership and/or operation of a fixed rail streetcar and/or light rail system, and all elements thereof, including without limitation maintenance facilities, consisting of (i) the initial 2.1 mile (+/-) starter line running generally along Main Street from River Market to Crown Center/Union Station (the “Starter Line”), initially developed and initially funded by the existing Kansas City Downtown Streetcar Transportation Development District (the “Starter Line District”), and (ii) certain additional expansion routes of such fixed-rail streetcar and/or light rail system as finally determined by the City (the “Expansion Routes”), which Expansion Routes will connect to the Starter Line or to another Expansion Route, and are expected to run generally along (i) Independence Avenue, east from the Starter Line, (ii) Main Street, south from the Starter Line but not further than the general vicinity of the University of Missouri – Kansas City’s Volker campus, and (iii) Linwood Boulevard, east from the Main Street Expansion Route;

and

Subproject 2: The acquisition of express bus vehicles to implement a bus rapid transit route (the “BRT Route”), and related capital items that assist in implementing the BRT

Route, to be owned and operated by an entity other than the District. No District revenues will be used to operate the BRT Route and the Project does not include the operational costs of the BRT Route. The BRT Route will run generally along Prospect Avenue and Twelfth Street.

Specific Description of the Proposed Funding Methods:

(a) Real Property Assessments: Levy of special assessments for no more than twenty-five (25) consecutive “Assessment Years” (as defined below), upon real property within the District that is specially benefitted by Subproject 1 as determined by the Board of Directors of the District, and that is located (x) within the boundary of the existing Starter Line District, or (y) within an area no further than one-third mile (or greater, if determined by the Board of Directors of the District to be appropriate in order to include the entirety of a block otherwise partially included within such one-third mile distance, or to include the remainder of a recognized cohesive commercial, institutional or mixed-use area partially within such one-third mile distance) of either side of, or the terminus of, an Expansion Route (the “Real Property Assessments”) based upon the following schedule:

(i) *Residential Property*: With respect to real property categorized on January 1 of any Assessment Year by the “County Assessor” (as defined below) as residential real property or agricultural or horticultural real property for ad valorem tax purposes under applicable Missouri law (“Residential Property”) (unless subject on January 1 of the applicable Assessment Year to an “Exemption”, as defined below, in which event the provisions of subsection (a)(iv) below shall apply), the Real Property Assessment may be imposed for each applicable Assessment Year, in an annual amount not to exceed the sum obtained by (x) multiplying the market value of such Residential Property, as determined by the County Assessor as of January 1 of the applicable Assessment Year, by 0.0019 (such product being referred to as the “Residential Assessable Value”), and then (y) multiplying the Residential Assessable Value of such Residential Property by a rate established from time to time by the Board of Directors of the District, such rate not to exceed Seventy Cents (\$0.70) with respect to any Assessment Year (the “Residential Property Assessment”).

a. *Commercial Property*: With respect to real property categorized on January 1 of any Assessment Year by the County Assessor as utility, industrial, commercial or railroad for ad valorem tax purposes under applicable Missouri law, and all other real property not included in subclasses (1) and (2) of class 1 within the meaning of Article X, Section 4(b) of the Missouri Constitution, Rev. 2006, as amended (“Non-Residential Property”) (unless subject on January 1 of the applicable Assessment Year to an Exemption, in which event the provisions of subsection (a)(iv) below shall apply), the Real Property Assessment may be imposed for each applicable Assessment Year, in an annual amount not to exceed the sum obtained by (x) multiplying the lesser of (A) One Hundred Fifty Three Million and 00/100 Dollars (\$153,000,000.00) increased by two percent (2%) cumulatively commencing on January 1, 2015, and continuing on each second January 1 thereafter, and (B) the market value of such Non-Residential Property, as determined by the County Assessor as of January 1 of the applicable Assessment Year, by 0.0032 (such product being referred to as the “Commercial Assessable Value”), and then (y) multiplying the

Commercial Assessable Value of such Non-Residential Property by a rate established from time to time by the Board of Directors of the District, such rate not to exceed Forty-Eight Cents (\$0.48) with respect to any Assessment Year (the "Commercial Property Assessment").

b. City Property: Notwithstanding the provisions of subsections (a)(i) and (a)(ii) above, with respect to real property owned on January 1 of any Assessment Year by the City or any agency or authority established by the City, including without limitation, the Tax Increment Financing Commission, the Planned Industrial Expansion Authority and the Land Clearance for Redevelopment Authority, that is otherwise exempt from the imposition of an ad valorem real property tax ("City Property"), the City will pursuant to a Cooperation Agreement to be entered into between the District and the City, agree to pay, subject to annual appropriation, a Real Property Assessment imposed for each applicable Assessment Year, in an annual amount equal to the sum obtained by (x) multiplying the market value of such City Property, as determined by the County Assessor as of January 1 of the applicable Assessment Year by 0.0032 (such product being referred to as the "City Assessable Value"), and then (y) multiplying the City Assessable Value of such City Property by One and 04/100 Dollars (\$1.04) (the "City Property Assessment").

c. Tax Exempt Property: With respect to real property subject on January 1 of any Assessment Year to an Exemption ("Tax Exempt Property"), the Real Property Assessment may be imposed for each applicable Assessment Year, in an annual amount not to exceed the sum obtained by (x) multiplying the "Tax Exempt Property Market Value" (as defined below) as of January 1 of the applicable Assessment Year by (A) 0.0032 in the case of Tax Exempt Property that is Non-Residential Property, and (B) 0.0019 in the case of Tax Exempt Property that is Residential Property (such product being referred to as the "Tax Exempt Assessable Value"), and then (y) multiplying the Tax Exempt Assessable Value of such Tax Exempt Property by a rate established from time to time by the Board of Directors of the District, such rate not to exceed Forty Cents (\$0.40) with respect to any Assessment Year (the "Tax Exempt Property Assessment").

For purposes of this ballot question, the following terms have the following meanings:

(A) "Assessment Year" means each respective period from January 1 through December 31 while the Real Property Assessment is in effect;

(B) "County Assessor" means the Director of Records for Jackson County, Missouri (or any successor officer with the same or similar duties in the event the office of Director of Records for Jackson County, Missouri is abolished);

(C) "Exemption" means an exemption from ad valorem taxation (1) on the basis that such real property is not held for private or corporate profit and used exclusively for religious worship, for schools and colleges, for purposes purely charitable, for agricultural and horticultural societies, or for veterans' organizations, or (2) on the basis that such real property is owned by The University of Missouri or the Curators thereof, all according to the official records of the County Assessor as of January 1 of the applicable Assessment Year; and

(D) “Tax Exempt Property Market Value” means that portion, and only that portion, of the market value of such Tax Exempt Property, as determined by the County Assessor as of January 1 of the applicable Assessment Year that is (A) equal to or less than Fifty One Million and 00/100 Dollars (\$51,000,000.00) increased by two percent (2%) cumulatively commencing on January 1, 2015, and continuing on each second January 1 thereafter, but (2) greater than Three Hundred Thousand and 00/100 Dollars (\$300,000.00).

(b) Sales Tax: Imposition of a sales tax, not in excess of one percent (1%), and for a period no longer than thirty (30) years from the date such sales tax is first collected, on all retail sales made in the District that are subject to taxation by the State of Missouri pursuant to the provisions of Sections 144.010 through 144.525 of the Act, except such transportation development district sales tax shall not apply to the sale or use of motor vehicles, trailers, boats or outboard motors nor to all sales of electricity or electrical current, water and gas, natural or artificial, nor to sales of service to telephone subscribers, either local or long distance.

(c) Surface Pay Parking Lot Assessment: In addition to the Commercial Property Assessment, the Residential Property Assessment, the City Property Assessment, and the Tax Exempt Property Assessment, the levy of special assessments, for no more than twenty-five (25) consecutive Assessment Years, upon real property within the District that is (i) subject to the Real Property Assessment, and (ii) used as a “Surface Pay Parking Lot” (as defined below) during the applicable Assessment Year, in an annual amount not to exceed for any Assessment Year the sum of Fifty-Four and 75/100 Dollars (\$54.75) multiplied by the number of “Pay Parking Spaces” (as defined below) located on each such Surface Pay Parking Lot during such Assessment Year (the “Surface Parking Assessment”). A Surface Pay Parking Lot shall be exempt from the Surface Parking Assessment if it is in, under or otherwise a part of a multi-story structure, or if it shares common or affiliated ownership with, and primarily exists to serve the employees or patrons of, a business enterprise or place of interest such as (by way of example and not as a limitation) a museum, train station, or theater, which business enterprise or place of interest is located on the same or a neighboring property as the parking area under consideration.

For purposes of this ballot question, the following terms have the following meanings:

(A) “Pay Parking Space” means an off-street parking space on a Surface Pay Parking Lot for which a fee (whether hourly, daily, weekly or monthly, or some multiple thereof) is charged for the ability to park a motor vehicle thereon; and

(B) “Surface Pay Parking Lot” means an off-street place, parcel of ground, or yard that is made available in whole or in part for the parking of motor vehicles on the surface thereof and for which a fee (whether hourly, daily, weekly or monthly, or some multiple thereof) is charged for the ability to park a motor vehicle thereon.

The revenue sources of the District shall not be collected until (a) the Starter Line District is abolished, terminated or dissolved, or merged with or into the District, or its revenue sources reduced to zero by action of the Board of Directors of the Starter Line District or

otherwise, in accordance with then applicable law, and (b) the Board of Directors of the District determines that there are sufficient funds to be derived from sources other than revenue of the District in order to make the construction of a substantial portion of the Project financially viable when aggregated with revenue of the District.

Specific legal description of the District:

All that territory in the corporate limits of Kansas City, Jackson County, Missouri, described as follows:

Beginning at a point where the Western boundary line of the State of Missouri intersects the center line of the main channel of the Missouri River, said intersection being the "Point of Beginning" for the boundary of the Transportation Development District and the same point as the Point of Commencement referenced in Ordinance No. 10349, passed September 3rd, 1946; Thence South along the Western corporate limits line of the City of Kansas City, Missouri, said line also being the Western boundary line of the State of Missouri, to a point where the center line of the right of way of 46th Street, as now established, intersects the Western corporate limits line of the City of Kansas City, Missouri; Thence Easterly and Southerly along said center line of the right of way of 46th Street to a point where it intersects the center line of the right of way of Holly Street, as now established; Thence South along said center line of the right of way of Holly Street to a point where it intersects the center line of the right of way of Ward Parkway, as now established; Thence Southwesterly along said center line of the right of way of Ward Parkway to a point where it intersects the center line of the right of way of Westwood Road, as now established; Thence Southeasterly along said center line of the right of way of Westwood Road to a point where it intersects the center line of the channel of Brush Creek; Thence Northeasterly along said center line of channel of Brush Creek to a point where it intersects the center line of the right of way of Roanoke Parkway, as now established; Thence Southeasterly along said center line of the right of way of Roanoke Parkway to the point where Roanoke Parkway becomes Summit Street; Thence continuing along Summit Street to a point where it intersects the center line of the right of way of Ward Parkway, as now established; Thence Northeasterly along said center line of the right of way of Ward Parkway to a point where it intersects the center line of the right of way of 49th Street, as now established; Thence Southeasterly along said center line of the right of way of 49th Street to a point where it intersects the center line of the right of way of Sunset Drive, as now established; Thence Northeasterly along said center line of the right of way of Sunset Drive to a point where it intersects the northerly prolongation of the west line of Lot 8, Hemphurst Terraces; Thence Southeasterly along said west line of Lot 8, Hemphurst Terraces to the north right of way line of vacated West 49th Street; Thence South fifteen (15) feet to the north line of the southeast ¼ of the southeast ¼ of Section 30, T49N, R33W; Thence West along said north line of the SE ¼ of the SE ¼ of Sec 30, T49N, R33W to a point where it intersects the northerly prolongation of the west line of Lot 10, Amended Plat of Monticello; Thence South twenty-five (25) feet along said northerly prolongation of the west line of Lot 10, Amended Plat of Monticello, to the south right of way line of vacated West 49th Street; Thence continuing South along the west line of Lot 10, Amended Plat of Monticello, to a point seventeen (17) feet south of the south

right of way line of vacated West 49th Street; Thence East along a line seventeen (17) feet south of and parallel to the south right of way line of vacated West 49th Street to a point at the northwest corner of Lot 1, Block 1, Alameda Towers Subdivision, point being marked as N 1,045,713.23 E 473,592.69 on said plat; Thence East along the north line of Lot 1, Block 1, Alameda Towers Subdivision, to a point at the northeast corner of Lot 1, Block 1, Alameda Towers Subdivision and on the west right of way line of Wornall Road as now established, point being marked as N 1,045,707.44 E 473,936.75 on said plat; Thence South along said west right of way of Wornall Road to a point where it intersects the center line of the right of way of 49th Terrace, as now established; Thence East along said center line of the right of way of 49th Terrace to a point where it intersects the center line of the right of way of Wornall Road, as now established; Thence South along said center line of the right of way of Wornall Road to a point where it intersects the center line of the right of way of 50th Street, as now established; Thence East along said center line of the right of way of 50th Street to a point where it intersects the center line of the right of way of Wyandotte Street, as now established; Thence South along said center line of the right of way of Wyandotte Street to a point where it intersects the center line of the right of way of 51st Street, as now established; Thence East along said center line of the right of way of 51st Street to a point where it intersects the center line of the right of way of Brookside Boulevard, as now established; Thence Southeasterly along said center line of the right of way of Brookside Boulevard to a point where it intersects the center line of the right of way of 52nd Street, as now established; Thence Easterly along said center line of the right of way of 52nd Street to a point where it intersects the center line of the right of way of Holmes Street, as now established; Thence South along said center line of the right of way of Holmes Street to a point where it intersects the center line of the right of way of 53rd Street, as now established; Thence East along said center line of the right of way of 53rd Street to a point where it intersects the center line of the right of way of Paseo, as now established; Thence South and Southwesterly along said center line of the right of way of Paseo to a point where it intersects the center line of the right of way of 63rd Street, as now established; Thence East along said center line of the right of way of 63rd Street to a point where it intersects the east right of way line of Bushman Drive, as now established; Thence Southeasterly along said east right of way line of Bushman Drive \Paseo\E Meyer Boulevard to a point where it intersects the center line of the right of way of Paseo (northbound), as now established; Thence Southwesterly along said center line of the right of way of Paseo to a point where it intersects the center line of the right of way of Gregory Boulevard, as now established; Thence Easterly along said center line of the right of way of Gregory Boulevard to a point where it intersects the center line of the right of way of Lakeside Drive, as now established; Thence Northeasterly along said center line of the right of way of Lakeside Drive to a point where it intersects the center line of the right of way of Gregory Boulevard, as now established; Thence Easterly along said center line of the right of way of Gregory Boulevard to a point where it intersects the center line of the right of way of Inter-State 435, as now established; Thence Northerly along said center line of the right of way of Inter-State 435 to a point where it intersects the center line of the right of way of Raytown Road, as now established; Thence Southeasterly along said center line of the right of way of Raytown Road to a point where it intersects the center line of the right of way of Blue Ridge Cutoff, as now established; Thence North along said center line of the right of way of Blue Ridge Cutoff to a point

where it intersects the center line of the right of way of Inter-State 70, as now established; Thence Northwesterly along said center line of the right of way of Inter-State 70 to a point where it intersects the center line of the right of way of Inter-State 435, as now established; Thence Northerly along said center line of the right of way of Inter-State 435 to a point where it intersects the center line of the main channel of the Missouri River; Thence Westerly, with the meanderings of the center line of the main channel of the Missouri River, to the Point of Beginning.

INSTRUCTION TO VOTERS

Instructions to Voters: Completely darken the oval  to the left of your choice as shown. Use pencil, black or blue pen. Do not use red ink.