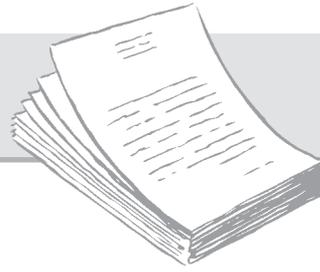


Ballot measure



C-TRAN

PROPOSITION NO. 1

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA AUTHORITY (C-TRAN)

C-TRAN, Clark County Public Transportation Benefit Area Authority, in adopting Resolution BR-11-004, authorizes a proposition to increase the sales and use tax by 0.2 percent, or two pennies on a ten dollar purchase, **to preserve C-TRAN local fixed route, limited, commuter and Connector service** in the City of Vancouver and its 2005 Urban Growth Boundary, and the city limits only of Camas, Washougal, Battle Ground, La Center, Ridgefield, and the town of Yacolt; and **to meet the current and projected growth for Paratransit service, C-VAN.**

Should this proposition be:

APPROVED.....

REJECTED.....

Statement for:

Protect Bus and ParaTransit Service We All Rely On!

Without your vote, C-TRAN will cut 35% of bus and C-VAN (Paratransit) service. These cuts are real: loss of fourteen routes; elimination of *all* Sunday, holiday, and special event service such as 4th of July and Clark Co Fair; and elimination of the Camas Connector. Remaining routes' hours and frequency will be reduced, leaving commuters, senior citizens, the disabled, and students without a way to get to work, church, doctor, school, and shopping. **All revenue from Prop 1 will fund bus service only, not light rail.**

Cutting Costs Have Helped – But Aren't Enough

The recession and elimination of State matching funds resulted in a \$96 million loss over ten years. Meanwhile, an aging population has increased transit demand. C-TRAN is spending reserves, has cut spending and increased efficiencies – eliminating 35 positions and increasing fares five times since 2005 – but more need for services means an increase in demand for funding.

Even If You Don't Ride the Bus – C-TRAN Serves You

C-TRAN moves thousands of commuters and students every day, taking cars off our roads and highways. A 35% cut in service means worse congestion for all of us, wasting time and expensive fuel. Proposition 1 is a smart way to save money and time.

Widely Endorsed!

Legacy Salmon Creek Medical Center, ARC of Southwest Washington, National Federation for the Blind, Greater Vancouver Chamber of Commerce, and hundreds of organizations, businesses, and individuals have endorsed Proposition 1.

Visit www.preserveourbuses.com to see more.

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Rebuttal of statement against:

This measure saves needed bus service and nothing more.

C-TRAN spends \$6 - \$7 million in reserves each year despite cuts and efficiencies – Prop 1 simply protects against 35% cuts once reserves are gone. Opponents know **this measure has nothing to do with light rail** – they are deliberately misleading voters. Read the measure and decide for yourself.

Republicans and Democrats, business and labor, education and health care leaders and neighbors agree: yes on Prop 1!

Explanatory statement

C-TRAN currently levies a voter approved 0.5% sales tax. Passage of this measure would increase the sales tax by an additional amount not to exceed 0.2% (two pennies on every ten dollar taxable purchase) in order to preserve existing local fixed route, limited, commuter and connector bus levels and meet the projected growth of C-VAN, the federally mandated Paratransit service for individuals who, due to their disability, cannot use local service. Should the measure not pass, C-TRAN would need to reduce service by approximately 35% by early 2013 in order to balance its budget.

Statement against:

C-Tran has the means to provide to public transportation without raising taxes during this period of economic hardship.

According to C-Tran's year-end 2010 Comprehensive Financial Report, C-Tran had nearly \$50 million unrestricted assets that could be used for public transit services. C-Tran's assets exceed their liabilities by almost \$115 million. This is more than enough to provide transportation services to Clark County residents. Also, they have successfully remained free of long-term debt in both 2009, 2010. *Therefore, there is no justification for raising taxes or reducing service levels for C-Van, fixed routes, or other core bus services.*

Although the C-Tran board passed a non-binding resolution stating this proposed tax increase would not be used to bring Portland's light rail into Vancouver, the C-Tran board can change their mind. (Remember: C-Tran board member Tim Leavitt, promised to oppose bridge tolls, then changed his mind after being elected.)

C-Tran was directed to provide a light rail vote on this November 2011 ballot and failed to do so. We cannot afford to raise taxes now, and we cannot afford for C-Tran to change their mind again with an unfunded, expensive light rail project looming.

Before threatening more service cuts, staff reductions, wage freezes, or fare increases, C-Tran needs to take a hard look at cost savings from core procedures. C-Tran needs to do what so many of us are doing: set priorities, tighten up spending, and become more efficient so existing services will be preserved, *without raising taxes.*

Reject Proposition 1. See: C-Trantaxes.com

Written by
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Rebuttal of statement for:

Instead of threatening to cut services to senior citizens, commuters, the disabled, and students, C-Tran should cut empty buses, as Chairman Boldt stated. Congestion won't increase.

C-Tran is asking to take \$8.8 million dollars out of our pockets with this proposed tax increase to maintain ridership averaging 7 per bus.

Supporters are bus manufacturers, transit unions, developers, and others who profit from bus and light rail projects.

Reject threats, light rail profiteers, and Prop. 1.