



# Ballot measures

## 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-05-021, authorizes a proposition to increase the sales and use tax by 0.2 percent, or two cents on a \$10.00 purchase, to preserve C-Tran local fixed route, commuter, and demand response service (C-VAN and the Camas Connector) in the City of Vancouver and its urban growth boundary, and the city limits only of Camas, Washougal, and Battle Ground; and to restore service to the cities of La Center and Ridgefield, the Town of Yacolt, and the WSU - Vancouver campus.

Should this proposition be:

APPROVED ...

REJECTED ....

### Statement for:

A good public transportation system is an important part of every world class community. For nearly 25 years, C-TRAN has filled that role for our citizens.

#### Broad Community Support

The Committee to Save C-TRAN is a coalition of Republicans, Democrats, and independent voters who want to preserve public transportation in Clark County. While it may be true that Democrats and Republicans generally don't agree on many issues, C-TRAN's role as a provider of essential public transportation in Clark County is an issue that they can agree on.

#### A Small, But Wise Investment

For just 2 pennies on a \$10 dollar taxable purchase, voters will have the opportunity to preserve and restore - not expand - C-TRAN service. With a simple majority vote, this would be the first tax increase in the agency's history, and their sales tax rate will still be lower than every other urban transit system in Washington. Without the additional funding, C-TRAN must cut back service to make up for the 40% loss in funding when the legislature eliminated matching funds in 2000.

#### Get The Facts

If you have any questions or would like to volunteer, please contact the Save C-TRAN campaign at 713-8705 or visit our web page at [www.savectran.org](http://www.savectran.org). Also, C-TRAN has information about what exactly happens should the measure pass or fail. You may contact them at 695-0123 or visit [www.c-tran.com](http://www.c-tran.com).

#### Vote Yes!

Please join us in voting yes for the preservation of C-TRAN!

Written by:

Michael C. Worthy, Committee Chair;  
1518 NW 79th Circle, Vancouver 98665

Don Carlson  
Craig Pridemore

### Rebuttal of statement against:

The proposition has nothing to do with light rail. It has everything to do with preserving and restoring C-TRAN's bus service, period.

C-TRAN represents all cities. Emphasizing other people's interest in light rail is an attempt to distract voters from the real issue, which is preserving essential bus service to all our communities. Voters are smart enough to distinguish the truth.

Get the facts and vote yes to preserve and restore C-TRAN's existing bus service.

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**C-TRAN explanatory statement:**

C-TRAN seeks authority to increase the sales and use tax by 0.2 percent to preserve C-TRAN's existing service (local fixed route, commuter, and demand response that includes C-VAN for disabled and Connector) within the City of Vancouver and its urban growth boundary, and the cities of Camas, Washougal, and Battle Ground; and to restore service to the cities of La Center, Ridgefield, Yacolt, and WSU-Vancouver.

Currently, C-TRAN collects a 0.3 percent tax (three cents on a \$10.00 purchase). If approved, C-TRAN will have authority to collect up to 0.5 percent sales and use tax (five cents on a \$10.00 purchase).

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**Statement against:**

*The tax game truth, the whole truth and nothing but the tax game truth.*

"Vancouver police and the sheriff's office say they have too few officers to handle growth in the population," Oregonian, 7/13/05, yet C-Tran complains about its \$26,337,483 income that serves approximately 4% of the population. Police, sheriff and fire departments work with a lot less while serving 100% of the Clark County population.

Stop the shameful service cut threats and intimidation toward vulnerable passengers. Special C-Tran vans should be available for special needs passengers requiring public transportation to their jobs; while tax money for purchasing expensive properties and support of I-5 HOVs should cease.

Every year over \$100 million tax dollars go into the Oregon treasury from Washington commuters. Where is the money spent? Tri-Met charges C-Tran approximately \$180,000 yearly for the privilege of allowing C-Tran's Commuter Express bus service into downtown Portland. At any time Tri-Met can refuse C-Tran this privileged access into Portland and force Washington commuters onto the MAX light rail.

April 2003 Mayor Pollard stated "Light rail is the way for the future." May 2005 city council approved Vancouver Housing Authority developing 4th Plain Blvd. as an "urban center." This area is designated as a possible route for light rail connections to the MAX Expo and Portland PDX lines. Light rail into Washington is being implemented by several small seemingly innocent baby steps; this tax increase for C-Tran serving 4% of SW Washington's population is one of them. Don't buy it.

Written by:

No on C-Tran's September 2005 Tax Levy Committee

Larry Martin, Chair; (360) 573-6298

Frances Rutherford (360) 896-2283

Jeanne Lipton (360) 737-3676

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**Rebuttal of statement for:**

*Taxpayers Beware*

"All we're doing is sticking our finger in the dike." commented Mayor Pollard about 2005 City tax increases: Vancouver City 1% property tax; 14.5-16% storm water fees, higher trash rates, etc. State gas tax increase: 29¢ to 37.5¢ a gallon by 2008; Port of Vancouver doubling property tax share 2007; Upcoming levies: library, fire, schools.

VHA "Urban Center" leader "Audit finds flaws in VHA financial reports." Portland consultant leads I-5 bridge solution team.