



public-transport

ballot measure

Facts Concerning the November 8, 2011 Election

Preservation of C-TRAN's Bus Service to be Decided by Voters in November

The C-TRAN Board of Directors voted to place a 0.2% sales tax increase (2 pennies on a ten dollar purchase) on the November 8, 2011 general election ballot to preserve existing bus levels and to meet the projected growth of C-VAN, the federally mandated paratransit service for individuals who, due to their disability, cannot use C-TRAN's regular bus service. Should this November's ballot measure not pass, C-TRAN would need to implement a system-wide service reduction of about 35 percent by early to mid 2013 in order to balance its budget.

C-TRAN has developed a comprehensive draft Service Reduction Plan that will be communicated to the public as part of the agency's commitment to notify citizens what will happen should the ballot measure pass or fail. A summary of the proposed reductions include:

Core Bus Service Reductions

- Eliminate twelve weekday routes.
- Eliminate all Sunday service.
- Eliminate two Saturday routes.
- Eliminate all Special Event and Holiday service.
- Reduce commuter service.
- Reduce weekday and Saturday service span—start later and end earlier.

C-VAN Service Reductions

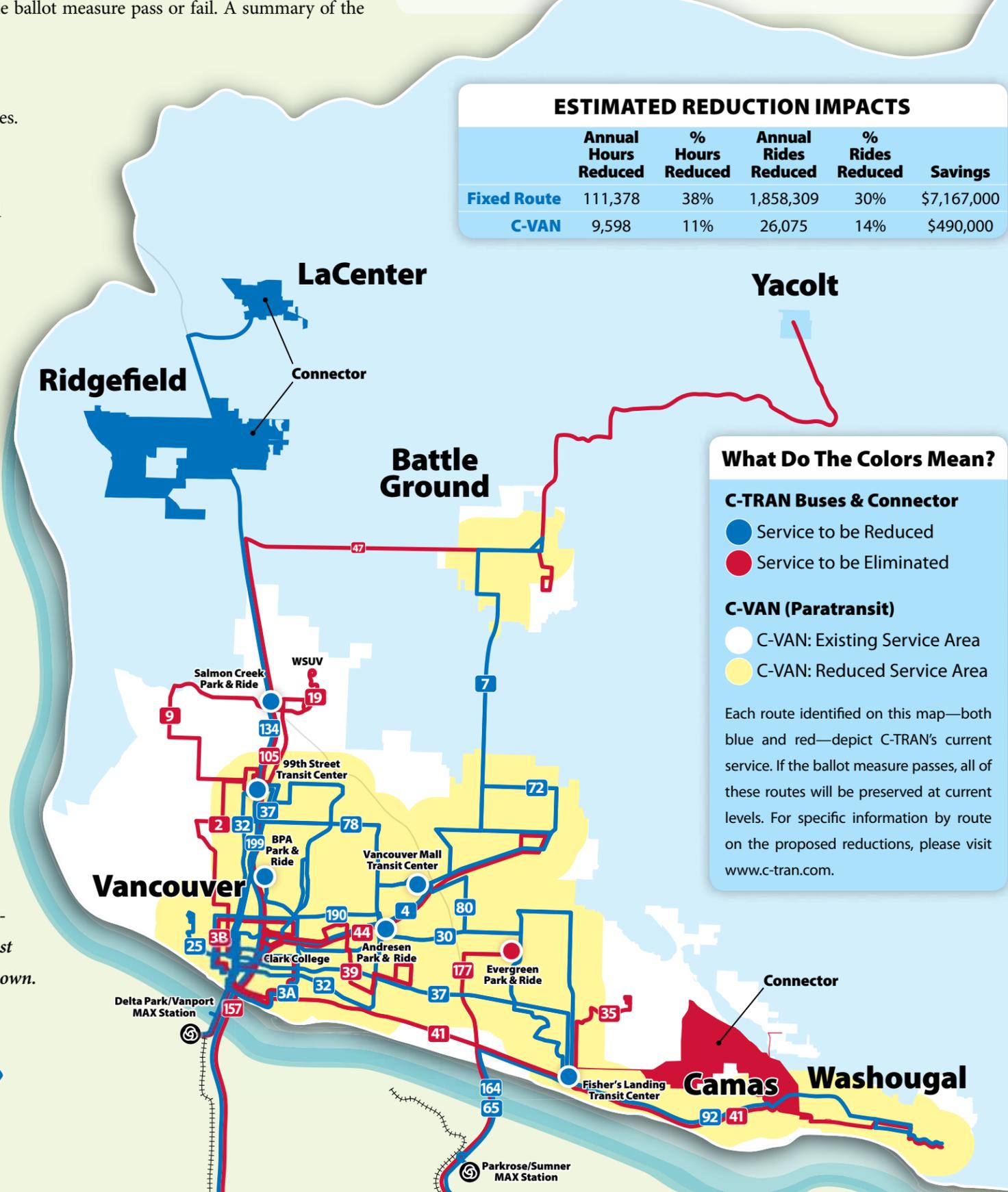
- Eliminate Sunday service.
- Reduce service area to within ¼ mile of remaining fixed route service.
- Reduce weekday and Saturday service span—start later and end earlier.

NOTE: The factual information contained in this special report is related to the upcoming ballot measure and, specifically, what happens to public transportation in Clark County should the ballot measure pass or fail. As a public agency, C-TRAN is prohibited from advocating for or against any ballot measure, including its own.

In an effort to preserve service as long as possible, C-TRAN has taken measures to cut costs and increase revenue:

Cut Staff	Increased Fares
C-TRAN's 2011–2012 budget has 35 fewer positions than the 2009–2010 budget.	Four separate increases since 2005 with a fifth one approved for this September.
Wage Freeze	Reduced Service
A wage freeze, both cost of living and merit, for all C-TRAN non-represented and management staff for 2010, 2011 and budgeted for 2012.	In 2010, C-TRAN reduced service by a little over 5% on routes that were identified as "under performing" by the agency's Service Standards.

	Annual Hours Reduced	% Hours Reduced	Annual Rides Reduced	% Rides Reduced	Savings
Fixed Route	111,378	38%	1,858,309	30%	\$7,167,000
C-VAN	9,598	11%	26,075	14%	\$490,000



What Do The Colors Mean?

C-TRAN Buses & Connector

- Service to be Reduced
- Service to be Eliminated

C-VAN (Paratransit)

- C-VAN: Existing Service Area
- C-VAN: Reduced Service Area

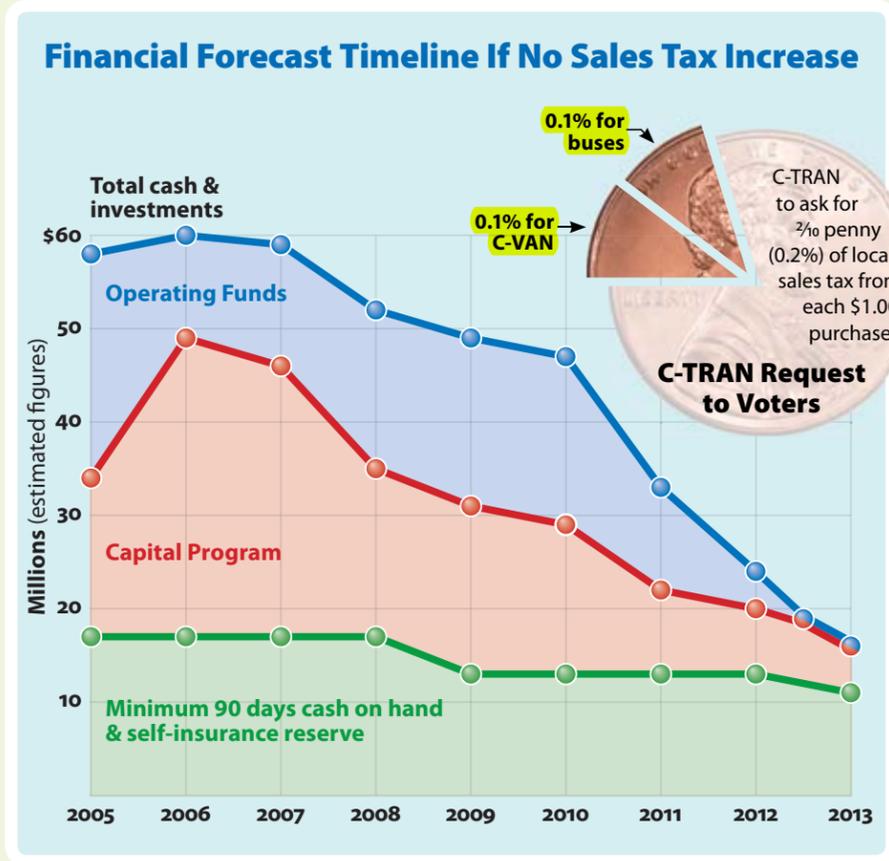
Each route identified on this map—both blue and red—depict C-TRAN's current service. If the ballot measure passes, all of these routes will be preserved at current levels. For specific information by route on the proposed reductions, please visit www.c-tran.com.

Why a Sales Tax Increase? Here is How C-TRAN is Funded:

To fund the Bus Preservation Plan, C-TRAN would need to pass a 0.2% sales tax increase (two pennies on a ten dollar purchase), half of which would be dedicated to meeting the anticipated growth of C-TRAN's paratransit service C-VAN. The other half would be dedicated to maintaining the core bus system at current levels for an estimated ten years. The proposed increase is projected to generate an additional \$8-9 million per year and equates to about \$4 per month for the average household.

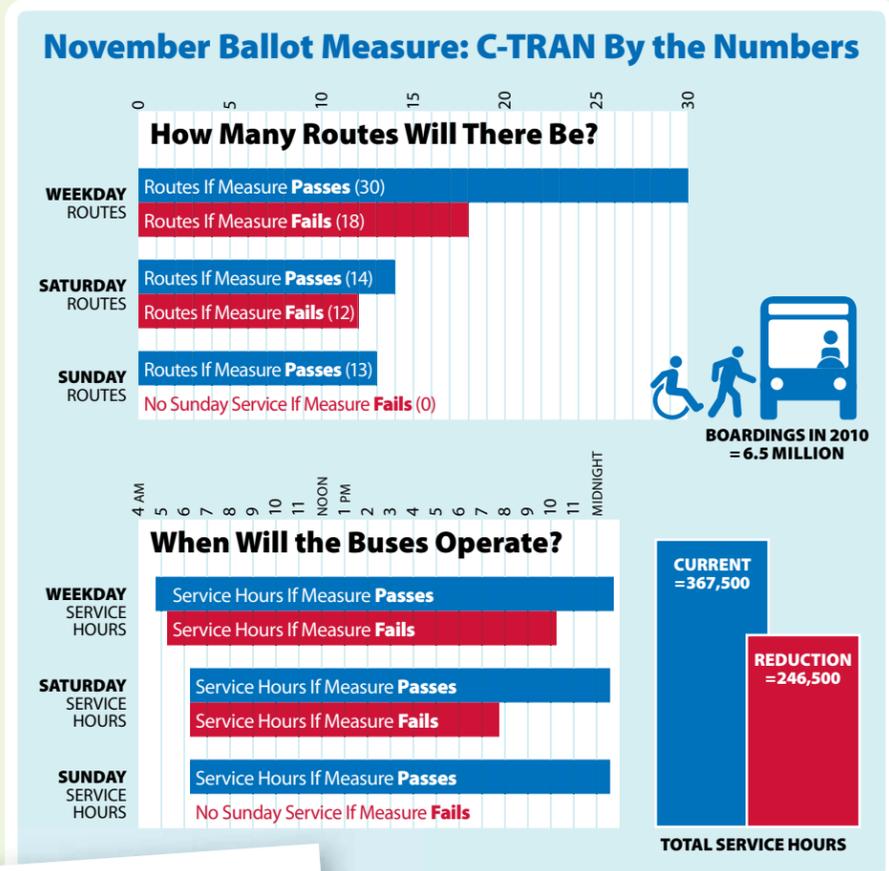
Why a sales tax increase? Like all transit agencies in Washington, C-TRAN receives most of its revenue from local sales tax (about 60%) as that is the only bus and paratransit source allowed by state law. C-TRAN currently collects a voter approved 0.5% sales tax. From the time C-TRAN was formed as a county-wide agency in 1980, its local sales tax was equally matched by the state of Washington. The state match funding was eliminated in 2000, cutting C-TRAN's public revenue in half. The elimination of state match funding resulted in a net loss to C-TRAN of about \$96,200,000 between 2000-2010. In 2005, following an action that reduced C-TRAN's boundary from county-wide to only the incorporated cities and the Vancouver urban growth boundary, voters approved a 0.2% increase to preserve service for a period of five years. Even with the additional

revenue approved in 2005, C-TRAN's current sales tax rate remains below the equivalent rate collected during its first 20 years in operation. Today, C-TRAN is operating with 20,000 fewer annual service hours compared to 1999 in a county whose population has increased by about 100,000 residents since 1999.



WHAT ABOUT USING C-TRAN'S RESERVES INSTEAD OF CUTTING SERVICE?
ANSWER That's exactly what C-TRAN has been and continues to do. The 2011-2012 budget projects spending between \$6 and \$7 million each year from reserves to maintain current service levels. At this rate, C-TRAN will deplete all available reserves by the middle of 2013, as depicted in the Financial Forecast graph.

WILL THIS SALES TAX INCREASE PAY FOR LIGHT RAIL?
ANSWER No. This measure is asking voters for a 0.2% sales tax increase (2 pennies on a ten dollar purchase) on November 8, 2011 to fund bus and C-VAN service only. If approved, the measure would prevent a service reduction of about 35% by early to mid 2013. The C-TRAN Board of Directors have stated their intent to ask voters in August or November 2012 to fund High Capacity Transit projects.



- ### Public Meetings
- To learn more and share your thoughts on the proposed service plans, please join us at one of these public meetings:
- AUGUST 30 6-8 PM**
La Center City Hall Council Chambers
214 E. Fourth Street
La Center, WA
 - SEPTEMBER 1 6-8 PM**
Battle Ground Community Center
Moulton Falls Meeting Room
912 E. Main Street
Battle Ground, WA
Served by route 7
 - SEPTEMBER 6 6-8 PM**
Legacy Hospital—Salmon Creek
Main Floor Lobby
2211 NE 139th Street
Vancouver, WA
Served by route 19
 - SEPTEMBER 7 11 AM-1 PM**
City of Portland
Room B—2nd Floor
1120 SW 5th Avenue
Portland, OR
 - SEPTEMBER 14 6-8 PM**
Fort Vancouver Regional Library
Columbia Room
901 "C" Street
Vancouver, WA
Served by routes 25, 32, 44
 - SEPTEMBER 20 6-8 PM**
Fisher's Landing Transit Center
2nd Floor
3510 SE 164th Avenue
Vancouver, WA
Served by routes 30, 37, 65, 80, 92, 164
 - SEPTEMBER 21 11 AM-1 PM**
Clark County Public Service Center
Hearing Room, 6th Floor
1300 Franklin Street
Vancouver, WA
Served by routes 3, 25
 - SEPTEMBER 22 6-8 PM**
Camas Public Library
Rooms A & B
625 NE 4th Avenue
Camas, WA
Served by routes 41, 92
 - SEPTEMBER 29 5:30-7:30 PM**
C-TRAN Citizens Advisory Committee Meeting
C-TRAN Administration Building
2425 NE 65th Avenue
Vancouver, WA
Served by routes 4, 30, 32

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 []



C-TRAN

- Passenger Service Office** (360) 695-0123
- Passenger Service Office (From Portland)** (503) 283-8054
- TTY (Hearing Impaired)** (360) 695-2760
- Business Office** (360) 696-4494
- Web Site Address** www.c-tran.com

C-TRAN'S mission is to provide safe, reliable, efficient mobility choices.