

To: The RTC board Feb 3, 2015

Honor the public votes, stop funding Bus Rapid Transit and light rail

In 2004, the CTRAN district was county-wide, every Clark County citizen had a vote. In November 2004, a CTRAN sales tax rate hike measure failed. In January 2005, the CTRAN board responded by gerrymandering the CTRAN boundary to a smaller district that excludes tens of thousands of county voters. The discussion noted, "The majority of CTRAN's sales tax is collected where people shop, which would be areas that are still within the PTBA." (CTRAN PTIC minutes 1-22-2005).

Residents county-wide now pay the CTRAN sales tax, but only those who live in the gerrymandered CTRAN district have a vote, taxation without representation. In the September 2005 low-turnout primary election, C-Tran recycled the sales tax hike measure. Voila! The boundary downsize paid off in \$ millions more annually for C-Tran to serve fewer residents.

In 2011, CTRAN held a public vote in this gerrymandered district to raise taxes to "preserve our busses" and CVAN. Citizens warned that CTRAN funds would be diverted to light rail. CTRAN countered in the ballot measure "fact" piece that funds would not pay for light rail. Furthermore, a policy against using CTRAN tax funds for light rail was updated with great fanfare in August 2011 to persuade voters to support the tax hike, which passed in November 2011.

In 2012, CTRAN held a vote on high capacity transit Light Rail and BusRapidTransit(BRT). Every city in Clark County, and the county area allowed to vote rejected the proposition. In 2013, county voters again rejected light rail and BRT in countywide advisory votes. In complete disregard of the votes, the 2013 CTRAN board majority repealed the policy against using CTRAN tax \$ for light rail, and voted for contracts for both light rail, and BRT. CTRAN Board members from Camas/Washougal, Connie Jo Freeman, and County Commissioners Madore or Mielke honored the public votes and did not vote for the contracts. The former Battle Ground Representative voted against light rail, and for BRT.

Without sufficient public notice, CTRAN held a meeting in November 2014 that removed a Clark County Commissioner from the 9 voting member CTRAN board. The meeting notice in the Reflector ran a day after the meeting. Clark County population in 2013 was 443,817, and they lost a seat on the CTRAN board. Vancouver, (population 167,405) retained 3 reps. Battleground and Ridgefield/LaCenter retained 1 rep each, Washougal retained 1 rep, and Camas gained 1 rep. On January 13, 2015 only the county commissioners voted against BRT and for improved meeting notice.

Submitted by Margaret Tweet, Camas, WA

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