



Proposition 1 sales tax proposal in Vancouver will go to a public vote for the C-Tran share of maintenance and operations of Columbia River Crossing's light rail extension from the Expo Center in Oregon to Clark Park & Ride and to fund the Fourth Plain Bus Rapid Transit project.

Prop 1 would raise your sales tax for C-TRAN to fund Portland's TriMet MAX light rail.

- C-TRAN has already passed votes to raise sales tax in 2005 and again 2011
- If the measure is approved, the sales tax rate in Vancouver will have increased by more than 10% since 2005.
- C-TRAN has over \$25 million in the bank and collects over \$22 million a year in taxes.
- C-Tran users will lose bus service. C-Tran is already planning to cut "redundant" bus service in the light rail corridor. Current users will be forced to transfer and use a light rail system that will increase their commute time and cost more than their current service.
- C-TRAN's operating expenses are rising disproportionately faster than ridership. Officials should contain these costs and bring operating expenses in line with passenger demand before asking voters for more money.
- Light rail may not be fully paid for by federal funding and most likely C-Tran and local taxpayers will be responsible for the hundreds of millions of dollars short-fall.
- Buses systems are cheaper, faster, more flexible and one incident does not shut the system down.
- Light rail is more expensive, \$850 million to build, plus \$4 million to operate each year.
- Did TriMet's light rail resolve traffic issues for Hillsboro, Beaverton, Tualatin, Gresham or Clackamas?

Please visit prop1no.com for more information and sources to the information provided.

Portland's TriMet is broke. Why bring their light rail to Vancouver?

- TriMet's unfunded liability was \$832 million as of 2009 and has now grown to 1.3 billion of debt.
- Due to TriMet's financial trouble, security cutbacks have resulted in rising light rail crime rates.
- From 2000 to 2006 TriMet transit ridership has gone down 3%.
- The TriMet Budget Task Force reported "TriMet is in jeopardy of not meeting its present or future plans because of significant structural problems related to its finances."

Save our blooming small historic downtown

- It has taken 20 years to revitalize our historical downtown core.
- 7+ year construction zone will kill many or most of small businesses downtown.
- Light rail will turn most of Washington Street and Broadway into a transit mall.
- The new tax would subsidize a train to make it easier for people to shop in Portland, harming Washington businesses and undermining current public revenue streams.
- Light rail in downtown would eliminate too much valuable street parking.
- The CRC has three park-and-ride garages slated to be built in downtown Vancouver for light-rail commuters witch are expected to cost \$158 million to \$176 million.
- Vancouver's parking garages and lots lost about \$1.97 million in 2011.

More people work from home than use transit and the trend is rapidly growing.

- The 2009 American Community Survey from the US Census Bureau shows a 31% increase from 2000 to 2008 in employees that now work at home (Telecommuting).
- Working at home has been the fastest growing component of commuting for nearly three decades and has been accomplished with virtually no public investment.

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**Vote NO
PROP 1**