

ELECTION NAME: SPECIAL ELECTION - CLARK COUNTY, WASHINGTON
 FEBRUARY 7, 1995

OFFICIAL FINAL
 SUMMARY REPORT
 DATE/TIME COUNTED: 02/17 15:38
 RPT #39 ELECTION RPT 108.05

CLARK CO. PUBLIC TRANS-	(#/PCT 313)*	LA CENTER SCHOOL DIST.	(#/PCT 7)*	HOCKINSON SCH. DISTRICT	(#/PCT 315)*				
PORTATION AREA AUTHORITY	(#/RPT 313)*	BONDS - \$8,125,000	(#/RPT 7)*	TURNOUT STATISTICS	(#/RPT 315)*				
(No. To Vote For 1)	(%/RP 100.0)*	(No. To Vote For 1)	(%/RP 100.0)*			Accumulated Registration	3321	*	
YES	18056 32.6*	BONDS YES	544 42.1*	Polling Place Turnout	1621 48.8*				
NO	37333 67.4*	BONDS NO	748 57.9*	Absentee Turnout	368 11.1*				

BATTLE GROUND SCHOOL	(#/PCT 44)*	FIRE DISTRICT NO. 1	(#/PCT 9)*	LA CENTER SCH. DISTRICT	(#/PCT 315)*				
DIST. - LEVIES #1	(#/RPT 44)*	BONDS - \$965,000	(#/RPT 9)*	TURNOUT STATISTICS	(#/RPT 315)*				
(No. To Vote For 1)	(%/RP 100.0)*	(No. To Vote For 1)	(%/RP 100.0)*			Accumulated Registration	2577	*	
LEVY, YES	4284 46.8*	BONDS YES	737 55.6*	Polling Place Turnout	1069 41.5*				
LEVY, NO	4873 53.2*	BONDS NO	589 44.4*	Absentee Turnout	241 9.4*				

BATTLE GROUND SCHOOL	(#/PCT 44)*	CLARK COUNTY	(#/PCT 315)*						
DIST. - LEVIES #2	(#/RPT 44)*	TURNOUT STATISTICS	(#/RPT 315)*						
(No. To Vote For 1)	(%/RP 100.0)*			Accumulated Registration	141269				
LEVY, YES	3598 40.0*	Polling Place Turnout	44105 31.2*						
LEVY, NO	5397 60.0*	Absentee Turnout	11825 8.4*						

WASHOUGAL SCHOOL DIST.	(#/PCT 15)*	Total Registration	141269						
BONDS - \$12,775,000	(#/RPT 15)*	Polling Place Turnout	44105 31.2*						
(No. To Vote For 1)	(%/RP 100.0)*	Absentee Turnout	11825 8.4*						
BONDS, YES	1633 57.7*	Total County Turnout	55930 39.6*						
BONDS, NO	1196 42.3*								

WASHOUGAL SCHOOL DIST.	(#/PCT 15)*	C-TRAN	(#/PCT 315)*						
BONDS - \$6,205,000	(#/RPT 15)*	TURNOUT STATISTICS	(#/RPT 315)*						
(No. To Vote For 1)	(%/RP 100.0)*	Accumulated Registration	140468						
BONDS, YES	1499 53.7*	Polling Place Turnout	43890 31.2*						
BONDS, NO	1293 46.3*	Absentee Turnout	11817 8.4*						

BATTLE GROUND SCH. DIST.	(#/PCT 315)*								
RIDGEFIELD SCHOOL DIST.	(#/PCT 13)*	TURNOUT STATISTICS	(#/RPT 315)*						
M & O LEVY	(#/RPT 13)*	(%/RP 100.0)*							
(No. To Vote For 1)	(%/RP 100.0)*	Accumulated Registration	20061						
LEVY YES	1364 56.4*	Polling Place Turnout	7535 37.6*						
LEVY NO	1056 43.6*	Absentee Turnout	1760 8.8*						

WASHOUGAL SCH. DISTRICT	(#/PCT 315)*								
HOCKINSON SCHOOL DIST.	(#/PCT 7)*	TURNOUT STATISTICS	(#/RPT 315)*						
PROGRAM LEVY	(#/RPT 7)*	(%/RP 100.0)*							
(No. To Vote For 1)	(%/RP 100.0)*	Accumulated Registration	6117						
LEVY YES	1219 62.1*	Polling Place Turnout	2473 40.4*						
LEVY NO	743 37.9*	Absentee Turnout	409 6.7*						

RIDGEFIELD SCH. DISTRICT	(#/PCT 315)*								
HOCKINSON SCHOOL DIST.	(#/PCT 7)*	TURNOUT STATISTICS	(#/RPT 315)*						
ENHANCED PROGRAM LEVY	(#/RPT 7)*	(%/RP 100.0)*							
(No. To Vote For 1)	(%/RP 100.0)*	Accumulated Registration	4998						
LEVY YES	1113 57.7*	Polling Place Turnout	1953 39.1*						
LEVY NO	817 42.3*	Absentee Turnout	504 10.1*						

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

MEASURE NO. 1

Official Ballot Title:

Shall the Clark County Public Transportation Benefit Area Authority (C-TRAN) be authorized to implement its System and Financing Plan for MAX light rail and associated transit services and facilities and levy a 0.3% sales and use tax and a 0.3% motor vehicle excise tax to be used with available state and federal funding for the system described in the System and Financing Plan?

YES _____ NO _____

Statement for:

Your "yes" vote for light rail is critical. In surveys, Clark County residents say quality of life is the #1 reason for living here. Congestion on our roads is increasing. By the year 2000, rush hour traffic will increase by 41,000 more vehicles. More roads will not solve the problem. The solution must include light rail.

Light rail provides a fast, reliable alternative to the automobile. Rather than fighting congestion, light rail riders will reach their destinations on time, free of traffic hassles.

Congested roadways increase the cost to businesses, exasperate carpooling parents, and foul our air. Light rail will carry 60,000 riders daily, reduce air pollution, free roadways for commerce, and create high paying jobs.

Light rail is a bargain for Clark County taxpayers. Every 8 cents paid in local taxes will be matched by 92 cents from other sources. For the average household, the cost is \$4 a month, less than the price of a fast food lunch.

Measure 1 extends the region's existing light rail system north to Hazel Dell, and provides for future expansion to the Washington State University branch campus and the rest of Clark County. It also gives us money for operating and maintaining our system, better bus service, and park and ride lots.

Vote "yes" for light rail. Voters in Portland approved their share of the project in November.

Several dozen projects are competing for dollars nationwide. Our local support is essential to obtain federal dollars for our project now!

Rebuttal of statement against:

Our community will pay for transportation whether we build light-rail or not! We pay through more air pollution, job loss, land used-up for highways, traffic delays for travel and commerce, and overall deterioration of our quality of life. Costs must be counted in more than dollars.

Proposed gas taxes will only pay for maintaining existing roads, not for transit.

Other options were considered. Light-rail on I-5 is the best option for a regional transportation system.

Statements written by Committee For Ballot Measure:

Chair, Marc Veneroso, Karen Ciocla and Dellan Redjou

Explanatory Statement of Ballot Measure:

The law as it now exists:

State law grants C-TRAN authority to seek voter approval of a transit System Plan and a motor vehicle excise tax and sales tax to finance the transit facilities and services listed in the System Plan.

The effect of Measure No. 1 If enacted into law:

This measure will provide local funding (.3% (three tenths of one percent) motor vehicle excise tax and .3% sales tax) for construction and operation of a light rail transit system and expanded bus service in Clark County. Local citizens would contribute about 8% of the total construction cost. It is anticipated that 92% would come from federal and state governments and Portland area residents.

Statement against:

Twelve Good Reasons To Vote No

1. Even if light-rail is not built, you will still pay this tax increase to C-TRAN forever, to perpetuate an already inefficient system that spends \$15 of our money for every \$1.00 in passenger fare. In 1993, C-TRAN received \$7,998,244 from Sales Tax and \$7,782,244 Motor Vehicle Excise Tax, and \$1,655,782 federal taxes. Is more required?
2. Additionally, a nine-cent gasoline tax increase is being sought by the state Transportation Commission to further fill the coffers of the already poorly managed C-TRAN agency.
3. C-TRAN already controls enough of taxpayer dollars to have earned interest income of \$2,139,351 in 1993. Does this agency need more tax dollars?
4. A three-year-long study costing \$8,250,000 was pre-determined to select light-rail and I-5 corridor as the only option.
5. Other better and less costly options have not been given equal time or attention.
6. Costs for light-rail would be much less using I-205 bridge because of built-in provisions and nearby Park 'N Rides.
7. Total costs using the I-5 option could exceed the cost of seven I-205 bridges.
8. Air quality is already in compliance and improving.

9. Light-rail is not pollution free because hydroelectric generation is at capacity and noise pollution will be a problem.

10. Any place there is light-rail, gridlock has not disappeared.

11. Will changing the in-place bus system with a \$3,000,000,000 trolley make more people ride it?

12. Federal funding would require more deficit spending that harms us all.

Rebuttal of statement for:

No More Taxes!

Even C-TRAN's brand of sugar can't make this huge tax increase easy to swallow especially when the sugar is really pork in disguise.

The alternative of *no more taxes* will save the average voter's family \$41 per month; \$4 from local taxes and \$37 from "other sources".

Taxpayers should come first. Competing for funding with other projects is not a reason to justify light rail unless pork is involved.

Statement against written by Committee Against Ballot Measure:

Chair John Spence, Jeanne Lipton and Arthur Olsen

COMPLETE TEXT OF MEASURE 1

C-TRAN BOARD RESOLUTION BR-94-010

A RESOLUTION requesting the Clark County Auditor to place on a ballot on February 7, 1995, a measure which authorizes the imposition of up to a 0.3% increase in the sales and use tax and up to a 0.3% increase in the motor vehicle excise tax for the purpose of partially funding the high capacity transportation systems contained in the System and Financing Plan.

WHEREAS, the 1990 Washington State High Capacity Transportation Systems Act authorizes transit agencies to develop a high capacity transportation system plan and to finance high capacity transportation systems through voter-approved tax options, and

WHEREAS, C-TRAN has been involved in an extensive regional, multi-modal transportation planning process during which regional transportation goals were identified, travel patterns analyzed and future land use and travel were projected, and

WHEREAS, in April 1993 the C-TRAN Board of Directors selected the I-5 North Corridor as part of the region's next high capacity transit priority for study and combined it into the South/North Transit Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement process, and

WHEREAS, a comprehensive public involvement program was developed and implemented in conjunction with the South/North Study that included, but was not limited to, numerous community meetings, a 60-day public comment period on the Tier I alternatives and data, public meetings for the Steering Group to receive oral comments, and an ongoing Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration, and

WHEREAS, the high capacity transportation system planning process involves a detailed evaluation of a range of high capacity transportation system options, including: do nothing, low capital, and ranges of higher capital facilities, and

WHEREAS, the high capacity transportation system planning process involves the definition of roles for various local agencies, a review of background information, a provision for public involvement, and development of a detailed work plan for the system planning process, and

WHEREAS, C-TRAN, in coordination with other local and regional jurisdictions, has developed reports de-

scribing the analysis and assumptions for the estimation of capital costs, operating and maintenance costs, methods for travel forecasting, a financial plan and an evaluation methodology, and

WHEREAS, C-TRAN has developed a System and Financing Plan which contains all of the components required by RCW §81.104.100, and

WHEREAS, the Expert Review Panel provided for in RCW §81.104.110 will provide independent technical review of the System and Financing Plan and all reports required by RCW §81.104.100(2), and

WHEREAS, to assist in funding the high capacity transportation systems included in the System and Financing Plan, RCW §81.104.160 authorizes C-TRAN to submit an authorizing proposition to voters within C-TRAN's service area in Washington to collect an excise tax, at a rate approved by the voters, but not exceeding 80/100ths of 1% on the value of every motor vehicle, and

WHEREAS, to assist in funding the high capacity transportation systems listed in the System and Financing Plan, RCW §81.104.170 authorizes C-TRAN to submit an authorizing proposition to the voters within C-TRAN's service area in Washington to fix and impose a sales and use tax at a rate approved by the voters but not to exceed 1% of the selling price (sales tax) or the value of the article used (use tax).

NOW, THEREFORE, BE IT RESOLVED BY THE C-TRAN BOARD OF DIRECTORS that a proposition be placed on the ballot on February 7, 1995, authorizing the imposition of up to a 0.3% increase in sales and use tax and up to a 0.3% increase in the motor vehicle excise tax for the purpose of partially funding the high capacity transportation systems contained in the System and Financing Plan.

BE IT FURTHER RESOLVED BY THE C-TRAN BOARD OF DIRECTORS that the ballot title shall be as follows:

"Shall the Clark County Public Transportation Benefit Area Authority (C-TRAN) be authorized to implement its System and Financing Plan for MAX light rail and associated transit services and facilities and levy a 0.3% sales and use tax and a 0.3% motor vehicle excise tax to be used with available state and federal funding for the system described in the System and Financing Plan?"

BE IT FURTHER RESOLVED THAT THE C-TRAN BOARD OF DIRECTORS hereby directs staff to provide to the registered voters a document describing the System and Financing Plan as required by RCW §81.104.140(8).

RESOLVED and ADOPTED THIS 6th day of December 1994.