September 11, 2015

City of Vancouver
PO Box 1995
Vancouver, Washington 98668-1995

Dear City Council Members:

On Sept. 8, 2015, the Board of County Councilors passed a resolution calling for a public transportation improvement conference to be convened to adjust the C-Tran public transportation benefit area boundaries, pursuant to RCW 36.57A.020-.050. A copy of this resolution is enclosed for your reference and consideration. As you can see, the board proposes restoring the C-Tran transportation benefit area to countywide boundaries.

This letter serves as notice to your city that the conference is scheduled for 3-7 p.m. Tuesday, Oct. 27, 2015, at Vancouver Community Library, 901 C St.

Pursuant to RCW 36.57A.020, please provide the board the name of the elected representative selected by your legislative body to represent your city as member of the conference. Please send the person’s contact information to Linnea LaRocque at Linnea.Larocque@clark.wa.gov by 5 p.m. Friday, Oct. 2, 2015. We will provide a meeting agenda and supplementary materials in a timely manner.

If you have questions, please do not hesitate to contact David Madore, Chair of the Board of County Councilors, at (360) 601-3056 or David.Madore@clark.wa.gov.

We hope you take the opportunity to join us for this important conference to better meet the needs of Clark County citizens.

Sincerely,

David Madore
Chair, Board of County Councilors
A resolution to convene a C-Tran conference to correct district boundaries

Because the citizens of Clark County established C-Tran in 1980 as a county-wide public transit agency to meet the needs of county citizens, including the poor, elderly, and handicapped, who would otherwise have no other practical means of transportation, and

Because a county-wide public transit service was highly successful and for nearly two decades, provided for an ever increasing number of Clark County citizens who depended on that service as their primary means of transportation, and

Because for 25 years, that service operated county-wide with no islands of exclusion in compliance with RCW 36.57A.030 and included all school district boundaries and political boundaries in compliance with RCW 36.57A.040, and

Because the district was altered on June 1st, 2005 solely to assure passage of future tax increases, as documented in the associated meeting minutes, to generally exclude citizens who voted against a failed 2004 C-Tran sales tax hike ballot measure, and

Because that gerrymandering created five islands of separate urban centers where rural citizens who pay the C-Tran sales tax for purchases within the benefit area, are excluded from receiving transit service outside the benefit area, and are disenfranchised from voting on that tax, and subjected to taxation without representation, and

Because a majority of the C-Tran district islands also contain multiple excluded islands where citizens might otherwise reasonably benefit from public transit service, and

Because in contrast to RCW 36.57A.040 that states in part that “The boundaries of any public transportation benefit area shall follow school district lines or election precinct lines, as far as practicable.”, and the altered district does not follow any school district boundary lines, and splits over 200 election precincts, and

Because the isolated islands excluded most areas of the county citizens from C-Van service, which is the most essential means of transportation for elderly and handicapped citizens who have no other practical means of transportation, and

Because even though Clark County’s population has grown substantially over the years, the restricted C-Tran district islands have contributed to a long term decline in the number of citizens being served so there are less riders now than in 1999, even though
the sales taxes paid by the community and the fare prices paid by riders have grown
even more substantially, and

Because RCW 36.57A.020 states in part that the county legislative authority shall, as
often as it deems necessary, convene a public transportation improvement conference,
and RCW 36.57A.030 states that the county governing body shall delineate the area of
the county proposed to be included within the transportation benefit area, and

Because "The conference may make such changes in the boundaries of the public
transportation benefit area as they shall deem reasonable and proper, but may not
delete any portion of the proposed area which will create an island of included or
excluded lands, and may not delete a portion of any city.", and the altered district is
nothing but islands of inclusion and islands of exclusion, now therefore:

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY COUNCILORS OF
CLARK COUNTY, STATE OF WASHINGTON AS FOLLOWS:

The Board of Clark County Councilors hereby adopts the findings of this resolution and
proposes that the C-Tran district be restored to the original county-wide area to
successfully serve county citizens as it did during the first 25 years.

Immediately upon the adoption of this resolution, the Board of Clark County Councilors
calls for a public transportation improvement conference to be convened on October 27,
2015 at 5:30 pm at the Vancouver Main Library to successfully fulfill the actions
consistent with this resolution.

This resolution allows for an alternate date, time, and location to be scheduled in order
to accommodate the soonest available conference logistics.

The Clark County Manager is requested to facilitate the steps specified in RCW
36.57A.020 - 36.57A.050 so that the Board of Clark County Councilors can complete
the process with all speed.
ADOPTED this 8th day of September, 2015.

BOARD OF COUNTY COUNCILORS
FOR CLARK COUNTY, WASHINGTON

David Madore, Chair

Jeanne E. Stewart, Councilor

Tom Mielke, Councilor

ATTEST:

Rebecca littor
Clerk of the Board

Approved as to Form Only
ANTHONY F. GOLIK
Prosecuting Attorney

By

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