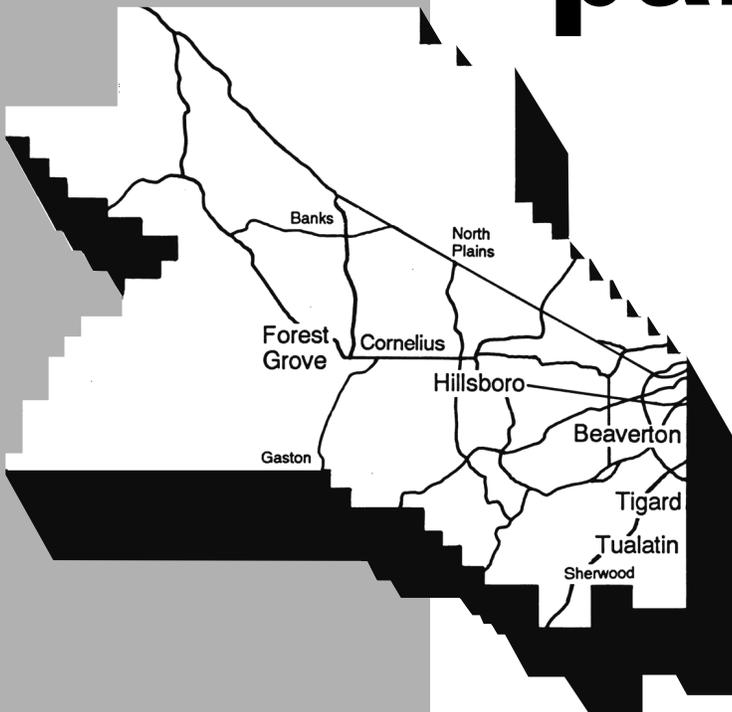




Elections Division
3700 SW Murray Blvd.
Beaverton, OR 97005-2365

www.co.washington.or.us

Washington County voters' pamphlet



**VOTE-BY-MAIL
SPECIAL
ELECTION
March 11, 2014**

**To be counted,
voted ballots must
be in our office
by 8:00 p.m. on
March 11, 2014**

Washington County Board of County Commissioners

Andy Duyck, Chair
Dick Schouten, District 1
Greg Malinowski, District 2
Roy Rogers, District 3
Bob Terry, District 4

ATTENTION

This is your county voters' pamphlet. Washington County Elections prints information as submitted. We do not correct spelling, punctuation, grammar, syntax, errors or inaccurate information. All information contained in this county pamphlet has been assembled and printed by Rich Hobernicht, County Clerk-Ex Officio, Director Washington County Assessment & Taxation.

Dear Voter:

This pamphlet contains information for one district. If you have any questions, call 503-846-5800.

Voter Registration Information

Registering to Vote

To vote in Oregon you need to be registered in the county where you reside.

You can register if you can answer yes to these three questions:

- Are you a resident of Oregon?
- Are you a US citizen?
- Are you at least 17 years of age?

If you are 17 years of age, you will not receive a ballot until an election occurs on or after your 18th birthday.

How to register

You can register to vote online at www.oregonvotes.gov or you can get a voter registration card at any of the following places:

- Any County Elections Office
- The Secretary of State's Office
- Some state agencies such as the Division of Motor Vehicles
- A voter registration drive
- Some locations of the United States Postal Service

You can fill the card out in person or send it in by US mail. You can also print out a registration card online at: www.oregonvotes.gov

The deadline for new registrations or to make party changes is 21 days prior to Election Day.

What information is required to register?

To complete your registration you will provide your:

- Full legal name
- Home address
- Date of birth
- Signature
- Valid identification

What are the identification requirements?

1. If you have a current, valid Driver's License, Permit or ID number issued by the State of Oregon Division of Motor Vehicles (DMV), you must provide it in the boxes on the card.

A suspended Driver's License is still valid; a revoked Driver's License is NOT valid.

2. If you do not have a current, valid Driver's License, Permit or ID number issued by the State of Oregon Division of Motor Vehicles, you must affirm this on the card by marking the appropriate circle and you must then provide the last four digits of your Social Security Number.
3. If you do not have a Social Security number, you must affirm this on the card by marking the circle in indicating you do not have a valid Driver's License or Social Security number.
4. If you do not have a Driver's License, Permit, ID number, or a Social Security number, and you are registering by mail, you must provide a copy of one of the following which shows the voter's name and current address:
 - Valid photo identification
 - A paycheck stub
 - A utility bill
 - A bank statement
 - A government document
 - Proof of eligibility under the Uniformed and Overseas Citizens Absentee Voting Act (UOCAVA) or the Voting Accessibility for the Elderly and Handicapped Act (VAEH)

If you do not provide valid identification, you will not be eligible to vote for Federal races. You will, however, still be eligible to vote for state and local contests.

Selecting a political party

You may want to select a political party when you register but it is not required.

Major political parties require you to be registered as a member of their party in order to vote for their candidates in the Primary Election.

Updating your voter registration

Once you have registered, you are responsible for keeping your information up to date. You can do this online at www.oregonvotes.gov or by completing and returning a voter registration card with the new information. You should update your registration if you do any of the following:

- Change your home address
- Change your mailing address
- Change your name
- Change your signature
- Want to change or select a political party
- Will be away from home on election day

City of Tigard

Measure No. 34-210

Ballot Title

Adopt Tigard Policy Opposing New High-Capacity Transit Corridor Projects.

Question: Shall Tigard adopt a public policy opposing high-capacity transit corridor projects unless voter authorization is obtained?

Summary: If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval.

It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate siting of new high-capacity transit corridor project ("Project") absent voter approval.

Such ordinance includes:

The total amount of road capacity reduced by the Project;
Changes in housing density or land use regulations;
Projected public cost of the Project.

The City would annually send a letter to various public officials notifying them of this policy.

The measure defines a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes.

Road capacity includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date.

Explanatory Statement

If passed, this measure would amend the Tigard Charter adopting a declared public policy opposing construction of new high-capacity transit corridors within the City, unless voter approval is first obtained.

It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate siting of new high-capacity transit corridor project ("Project") absent voter approval.

Such ordinance would be required to describe:

The total amount of road capacity reduced by the Project;
The changes in housing density or land use regulations; and
The projected public cost of the Project.

The City would annually send a letter to the following public officials providing notice of the city's opposition to the building of high-capacity transit:

The Governor of Oregon, the Director of the Oregon Department of Transportation, Washington County Commissioners, Metro Councilors, the TriMet Governing Board and the Director of the Federal Transit Administration.

The measure defines a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes.

Road capacity includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date.

Submitted by:
Catherine Wheatley
City of Tigard

City of Tigard

Measure No. 34-210 Arguments

Argument in Favor

VOTE YES ON 34-210

I trust our local officials to make the day-to-day decisions to keep our city running. I trust my Tigard neighbors to make the big decisions that shape our community. Together we make Tigard a great place to live. Why do some officials think they should make all decisions?

Certain public officials jump at the promise of construction jobs and lucrative contracts, but their projections are often missing the mark. Meanwhile, they do not consider the lasting, community-altering impacts of high capacity transit systems and the urbanization imposed in an attempt to sustain them.

Speaking with respect to the CRC and voter decisions, Mayor Ogden said, "I'm not saying voters are uninformed, but you have to be full-time involved in a project to say yes or no." (EWCD meeting, 1/8/14) Seriously, Mayor!?

When our leaders pursue major infrastructure changes, we deserve to know the impact and to have the chance to vote on them. The issue is not transit, nor its effectiveness; rather it is about the citizens' right to decide their own future. Tigard is our city—not Metro's.

Read the measure and you will see 34-210 simply requires a public vote ONLY if plans to accommodate new transit impacts existing roads. Sounds reasonable, doesn't it?

Without this measure officials can put us on the hook for millions in long-term local and national debt. Sounds unreasonable, doesn't it?

Tigard residents deserve a voice in their future. Measure 34-210 requires the City to give citizens the facts and then give us a choice—yet the City objects to the required accountability. Regional politicians fear we may reject their continued project expansion.

Think of Tigard first, vote YES on 34-210.

Tim Esau
Co-Chief Petitioner
Visit www.SWRailVote.org for more information.

This information furnished by:
Tim Esau

Argument in Favor

YES ON 34-210

That's how Tigard voters should vote on March 11 to require voter approval of any Billion dollar transit plans. Let the public decide on major financial decisions that can change our city!

OVER 5500 TIGARD VOTERS SIGNED !

Tigard voters in every political party signed the petitions to require a public vote. It's obvious that our people want to vote on major financial decisions.

\$5 BILLION

That's how much could be spent on the SW Corridor Light Rail or HCT Connection to Portland.

WES

We already pay too much for WES, whether or not we ride it - \$400,000 per month! Yet the same public officials who failed to deliver cost effective transit don't want you to vote. Vote yes anyway, and Let The Public Decide.

CONGESTION

Traffic will get much worse if all of the money to relieve it is spent on a rail or bus only road to Portland.

VIAIBLE SOLUTIONS

Tigard has a long list of unfunded roads, intersections, sidewalks and other improvements to make Tigard more livable with less congestion. Better bus service throughout the city with more connections to places other than Portland is what we need.

DEVELOPMENT

The SW Corridor Plan is about more than transit. It is about adding 1000s of residents (and their cars) with tax subsidized, high density, mixed-use development. Apartment complexes tightly placed anywhere there is room (or not) with inadequate parking and no consideration for compatibility will change our city forever.

VOTE

In addition to being Co-Chief Petitioner on this measure, I also spent many hours collecting signatures. Expressions of gratitude were essentially universal. Please be sure to vote and remind your friends and family to vote as well.

VOTE YES ON 34-210

SO YOU DECIDE

Arthur Crino

This information furnished by:
Arthur Crino

Argument in Favor

VOTE YES on 34-210

Don't be fooled. This is your only chance to require a vote on METRO's High Capacity Transit plan for Tigard!

Last November, the Tigard City Council places a deceptive measure (#34-203) before voters. It passed by 80% because residents believed it would provide a public vote on any light rail plans.

The problem is that their measure would ONLY trigger an election if the city sought a new fee or tax dedicated to light rail. Of the five MAX lines that previously began construction in Oregon, exactly ZERO were directly financed with a city fee or tax. The City Council's promised vote was a ruse to fool unwary voters.

Right now, the Tigard City Council is partnering with Portland, Metro, TriMet and neighboring city councils to bring a High-Capacity Transit project into Tigard (reducing road capacity in favor of light rail or bus-only lanes). Either plan will require Tigard to adopt Portland-style urban housing densities (more apartment bunkers) to generate the "high-capacity" ridership.

The last thing these politicians, planners and developers want is a real public vote on their proposal.

Measure 34-210 measure will ensure that public vote.

Unless you intervene, the Tigard City Council will likely follow Portland, Milwaukie and Clackamas County's example: approving funding without identifying how to pay for it. Each sacrificed public safety and other essential services to cover their "local share" of a light rail boondoggle.

Tigard residents deserve a real vote on Light Rail.

Like the CRC, Metro and their partners are spending \$10's of millions planning the SW-99W Corridor from Portland to Sherwood. All prior corridor plans have resulted in light rail and subsidized high density development.

Businesses will be lost to the right of way, MAX stations and re-zoning for high density housing.

Light Rail will bring obstructions, traffic, apartments, over-crowding, density, crime and inadequate parking.

Voters deserve a real vote.

Contact swrailvote@gmail.com to help.

Art Crino & Tim Esau

This information furnished by:
Arthur Crino
Tim Esau

City of Tigard

Measure No. 34-210 Arguments – Continued

Argument in Favor

We currently hold the Tigard-Tualatin School Board to a higher standard than TriMet and Metro:

School Board

- Wants to make improvements that will cost extra money
- Makes the best proposal they can to the voters
- Voters weigh the benefits and the costs
- Voters cast their ballots

TriMet/Metro

- Want to put in new systems that will cost money and change the nature of Tigard neighborhoods
- Make the best compromise they can with politicians and bureaucrats from regional communities, who
- Impose their corporate will on the citizens of Tigard
- Tigard citizens pay for and live with TriMet/Metro obligations for decades without a direct vote

If TriMet's and Metro's proposal is so good for Tigard, why do they want to keep us from voting? Our school board put a tremendous amount of work into developing the 20 million dollar bond on the ballot in 2011. They wanted to make sure our students got the best improvements possible for the least money. The people of Tigard agreed it was a good value and voted for the proposal.

Let's hold TriMet and Metro to the same standards we hold the Tigard-Tualatin School Board. The Southwest Corridor Plan has potential to fundamentally change Tigard and obligate our children to a debt load that could very well make it so families literally will not have the money to approve future school bonds. We need to ensure huge changes proposed by TriMet/Metro go to a vote in Tigard.

Join me by voting YES on measure 34-210
Visit www.SWRailvote.org for more information

Gordon Fiddes
Tigard resident for more than two decades
Parent of three current TTSD students and a Tigard High graduate

This information furnished by:
Gordon Fiddes

Argument in Favor

Vote Yes on Measure 34-210

Why? Because it makes sure that Tigard's future stays in the hands of its voters.

The reason that the power brokers oppose a public vote on High-Capacity Transit plans in Tigard is that they are not confident that the voters will support them.

Tigard residents and voters may be asking themselves, "Why should we need a measure on transportation in Tigard"; we have elected officials to make our decisions. Unfortunately, when our elected officials ran for office they did not campaign on light rail and increasing housing densities.

On July 23rd, I attended a Transportation meeting at the Tigard Library with 77 people in attendance. The attendance numbers suggest a wide sampling of representation, however, 67 were there in an official capacity from Metro, Tri-met, city councils and other agencies related to transportation. Of the remaining ten attendees, four lived outside Tigard. As a courtesy, five residents were permitted to address the cities SW Corridor transportation plans.

After the five residents spoke, the officials discussed the comments presented and a few minutes later they voted to proceed with their plans.

We should get the chance to vote before an outside group imposes its will on Tigard. This measure gives us a voice in this process by allowing us to cast a meaningful vote.

Measure 34-210 won't prevent the city from discussing and planning Tigard's transportation needs, but it will require greater transparency and accountability from city officials to Tigard voters.

We deserve to know the full extent of the impact of METRO's plans for our neighborhoods.

Vote Yes on 34-210

Thank You

Andy Bergman - Resident

This information furnished by:
Andrew Bergman

Argument in Favor

YES on Measure 34-210

If it passes you will get to vote before Billions are spent on plans you may not like.

Our Public Schools are broke and cannot compete with another taxpayer subsidized entity! I have lived in Tigard for eight years and joined dozens of volunteers who collected signatures to give Tigard residents the opportunity to decide the future of our community.

"High Capacity Transit" means higher neighborhood densities and reductions in Tigard's road capacity. Adopting HCT is a game-changing decision for Tigard. It will take billions to build a light rail line from Portland into Tigard – after they build it, there is no going back.

We could buy fleets of battery powered modern buses that run all day that can make a right & left turn unlike the outdated lightrail trains for far less without the major infrastructure changes. <http://www.dvce.com/2013-10-26/battery-powered-bus-can-potentially-drive-forever>

We already subsidize a rail line (WES) that is a proven failure. Before we permit politicians & the big money interests to build another costly boondoggle, let's make sure that the voters who have to pay for it will get the final word.

This information furnished by:
Joe Jumalon

Argument in Favor

M34-210 - Frequently Asked Questions

Q. Will the measure will prevent City officials and/or staff from studying transportation options (or even discussing them)?

A. Absolutely not. This measure does not limit the use of city resources in any way. It only limits the power of the City Council to approve construction of a High-Capacity Transit corridor within the city limits unless voter approval is first obtained. The City Council would remain free to direct staff to study whatever options might be presented to voters, so long as final approval belongs to Tigard voters.

Q. Does the measure try to restrict what other cities can do?

A. No. The measure only stops the City from approving or accomplishing a High-Capacity Transit project inside Tigard city limits without voter approval. In any election seeking voter approval, the City would have to describe the total amount of road capacity within five miles of Tigard that would be reduced or compromised by the project.

Q. Didn't we already pass a measure requiring public approval of light rail?

A. Unfortunately, not. Last year, the Tigard City Council drafted a ballot measure with a loophole so large...you could drive a train through it. The City will only require a public vote if building a light rail line required a new city tax or fee. Since none of the previously built MAX lines relied on a new city tax or fee, this was a disingenuous proposal.

Q. Was this measure the work of outside interests?

A. No. The vast majority of the work on this measure was performed by Tigard residents who volunteered to collect thousands of signatures (with some volunteer help from neighboring communities). The goal is provide the opportunity for a meaningful public vote on an important regional issue. We have received modest donations from people with no financial stake in redeveloping the Southwest Corridor (please check to see if our opponents can say the same).

Vote 'Yes' on 34-210

This information furnished by:
Eric Winters, Attorney

Argument in Opposition

ALL MEMBERS OF YOUR TIGARD CITY COUNCIL UNANIMOUSLY OPPOSE BALLOT MEASURE #34-210

Important Facts

- The 2013 Tigard Community Attitude Survey rates "Traffic/congestion" as the single most important issue for the city to address (24% more than any other issue)
- Since 2007, residents consistently rate "Traffic/congestion" as the #1 issue for the city to address
- Scientific projections predict the population of Tigard will continue to grow over the next 30 years just as the population has already grown over the last 30 years
- A "do nothing" approach to High Capacity Transit (HCT) is not a viable long-term solution
- Your Tigard City Council has diversity in age, gender, tenure on council, occupational background, and political perspective, **BUT WE ALL STRONGLY OPPOSE BALLOT MEASURE #34-210**

Measure #34-210 unnecessarily restricts the City of Tigard indefinitely

- Places specific language in the city charter that restricts future transportation planning options
- Restricts the voice of Tigard residents, elected officials, and planning staff as Metro continues to plan the Southwest HCT corridor
- Threatens the future vision of the city to have walkable, vibrant centers (examples: downtown and Tigard Triangle)
- The proposed Measure itself would restrict city transportation planning such that the planning necessary to fulfill the requirements contained within the Measure to move any HCT project forward could never be met – effectively killing the HCT project within the city

For all of these reasons, ALL OF YOUR CITY OF TIGARD ELECTED OFFICIALS UNANIMOUSLY OPPOSE BALLOT MEASURE #34-210.

John Cook, Mayor
Marland Henderson, Council President
Gretchen Buehner, Councilor
Marc Woodard, Councilor
Jason Snider, Councilor

This information furnished by:

John Cook
Marland Henderson
Gretchen Buehner
Marc Woodard
Jason Snider

Argument in Opposition

The Oregon Transit Association asks that you consider the following points before casting your vote on Ballot Measure 34-210

- The City of Tigard and the entire region have been growing and will continue to attract new residents and jobs—some say as many as one million new people over the next 50 years!
- Such growth means significantly more people wanting to move over existing roads and highways—if you think traffic congestion is bad today, it will only get worse in the future.
- Studies have shown that public transit is the most effective way to relieve traffic congestion.
- Having more transit options helps people get to their jobs, schools, and to take care of shopping and other needs.

With all of the challenges we will face in the future, and all of the benefits that improved transit can provide, is this really a time to amend the Tigard City Charter with a strict policy against high capacity transit and require costly elections on very complex, extensive construction projects?

The measure would require the City to send a letter every year notifying county, Metro, state and federal officials of this policy. Regardless of who the mayor is, or what the City Council believes, or what's happening in your community at an unknown future date, an official announcement of Tigard's opposition to "high capacity transit" must go out to every potential transportation funding source saying in effect "not here, not now."

The ballot measure defines "high capacity transit" as any regional transportation corridor—bus, light rail, or trolley—that reduces road capacity. This is very broad and will discourage innovative new options.

The Oregon Transit Association is a statewide organization of public transportation providers, users, and service companies. Our members believe strongly that public transit is one of the most important tools to make communities better places to live. It should be encouraged, not discouraged by needless new limitations.

This information furnished by:

Kelly Ross
Oregon Transit Association

Argument in Opposition

Tigard is a vibrant, economically successful community. Keep it that way by voting **no** on ballot measure 34-210. Every community needs to have a healthy balance of transportation options. This measure prohibits planning for High Capacity Transit (HCT). HCT is any public transit that makes fewer stops, travels at higher speeds, has more frequent service and carries more people than local bus service. Often this is bus service that is enhanced to use specialized buses, and aims to combine the capacity and speed of a light rail system with the flexibility, cost and simplicity of a bus system. Light rail is another form of HCT.

This ballot measure will reduce Tigard's options and increase congestion. Here's why you should **vote no**:

- **Bad for the economy:** We need room on our roads for moving freight to and from businesses in the City and we need to make sure citizens can get to and from their jobs. This measure will mean more crowded roads and fewer options for commuting. In short, this measure will hurt the City's economy.
- **Less influence for the City of Tigard.** Regional planning for transit investments is happening now. The City will lose the authority to influence the types of transit investments in the region. Adjacent cities will move ahead with transit investments in ways that may affect the flow of traffic to and through the City of Tigard. Voting **no** preserves your right to participate in the regional conversation.
- **More congestion in Tigard:** Without transit as an option inside the City, people going through Tigard to Sherwood, Beaverton, Tualatin and Portland will only have one way to go: by car. That means more congestion on Highway 99 and other major arterials.

MOVE Oregon is dedicated to creating vibrant, economically successful communities through healthy transportation options. We urge you to **vote no on Ballot Measure 34-210.**

This information furnished by:

Katja Dillmann
Move Oregon

Argument in Opposition

Oregon Environmental Council urges you to VOTE NO on Measure 34-210.

If you want to relieve congestion, this measure is not for you. Transit relieves congestion and facilitates better traffic circulation at a lower cost than new freeway lanes. As one example, if we took Westside MAX away, we'd need to add three additional lanes to the Sunset Highway. And there isn't room for more highways without a big cost. Adding two lanes to Highway 99 would cost hundreds of millions and would wipe out 300 businesses.

If you want to breathe clean air, this measure is not for you. In our region, more than four tons of smog-forming pollutants are avoided every day when people choose the bus or light rail over driving a car.

If you want your community to grow in a way that preserves what you love, this measure is not for you. To handle population growth, we need high-capacity transit and the development that supports it in order to focus growth in a smart way that creates safe, walkable, and vibrant communities.

If you want affordable ways to get around that meet the needs of our youth, seniors who are aging in place, and people who can't drive due to disability, this measure is not for you. Transit provides personal mobility and freedom to people of all ages and from every walk of life.

If you believe in being part of the conversation about decisions that will impact you and your community's future, this measure is not for you. It will

City of Tigard

Measure No. 34-210 Arguments – Continued

shut Tigard out of important decisions about the future of transportation in the region.

We urge you to protect Tigard and vote NO on Measure 34-210.

This information furnished by:
Chris Hagerbaumer
Oregon Environmental Council

Argument in Opposition

Westside Economic Alliance Opposes Ballot Measure #34-210
Vote No - Stop Congestion
The Westside Economic Alliance asks you to vote no on ballot measure #34-210.

The measure will make it difficult, if not impossible, for the citizens of the City of Tigard to determine the best choices for our future. Limiting choice now will make it much harder to reduce the gridlock on our roads in the future.

Standstill traffic on our roadways stalls economic growth, pollutes the air and reduces our quality of life.

Is this the future Tigard wants?

Westside Economic Alliance asks you to vote no

- We want an effective transportation system to make sure people and freight move easily through Tigard and around our entire region.
- We favor regional cooperation across Washington County to solve our common problems.
- We oppose ill-conceived ideologically driven efforts to limit our options even before they are studied and fully discussed.
- We oppose actions that isolate neighboring communities and inevitably pit them against each other.

Vote no to preserve Tigard's ability to shape its own future.
Vote No - Stop Congestion

Westside Economic Alliance is a business advocacy group, representing members from both the public and private sectors in Washington and western Clackamas counties. Together we work to improve the local business climate and the economic health of our region.

This information furnished by:
Pamela Treece
Westside Economic alliance

Argument in Opposition

A Message from Senior Citizen and Former Tigard Resident

Governor Barbara Roberts

Tigard is special in the way a place is special when you are young and starting out.

My husband and I were young marrieds. With our two boys in a small duplex off Hall Boulevard, it was a precious time. Even today, when I meet friends for lunch in downtown Tigard, I feel that connection.

But Tigard is changing and I worry that the next generation won't be able to start their lives in the town that feels like home.

Traffic is bad and getting worse. How can we expect a young family to settle in Tigard when it will be harder and harder to drive to work? What will it be like in 20 years if we don't think ahead?

If Measure 34-210 passes, **the City's official position will be to oppose high capacity transit projects.** The measure also requires the city to send a letter **every year** to Oregon's governor, federal officials, and state and local officials to remind them of Tigard's position. With a position like that, no transit funding from any source will ever be available to Tigard.

And another thing: **this measure isn't about preserving the right to vote.** It's about preventing federal and state money to even study transit options. If you can't study proposals, there will never be a project to vote on. Sneaky, isn't it?

Why would we tie future generations' hands like that?

I'm in my seventies, and I gladly ride MAX when it's easier for me than driving. I've watched light rail debated and argued over for 30 years. But every time a new line opens, to Hillsboro or Beaverton, to North Portland or the airport, I see people benefit. I see communities get healthier.

Tigard's young families deserve to have a healthy future too.

Don't rob the next generation of their options. Please vote **"NO"** on this misleading measure.

Respectfully,

Barbara Roberts

This information furnished by:
Barbara Roberts

Argument in Opposition

Tigard Seniors Oppose Ballot Measure 34-210

We are senior citizens who live in Tigard and the surrounding area. We are interested in preserving citizens' options in the area of public transportation. The following issues are central to upholding the rights of a majority of citizens of our city:

1. Public transportation preserves and extends the opportunities for our fellow citizens who need to look for work, travel to work, seek health care, attend school and participate in the everyday activities (shopping, recreation, etc.) that are common to those who live in our communities.
2. The constituency for public transportation includes the elderly, the poor, the disabled, those who seek ways to travel that do not depend on automobiles, and those who own and drive automobiles. Without public transportation, there would be many more cars on already congested roadways.
3. Growing environmental concerns make it imperative that all of us participate in the preservation of natural resources and clean air and the conservation of energy.
4. We believe that protecting the rights of the citizens in a geographical area is essential, and the presence of outside "players" in determining our future is a reflection of the national tendency for privileged interests to insert themselves into local decision making. Local decisions should reside with those of us who live in this area.
5. As seniors, we have learned to take the long view. Ballot Measure 34-210 is an attempt to change the Tigard City Charter and prevent transportation planning and improvement for the foreseeable future. It is short-sighted, and could damage our community for many years.

For these reasons, we urge a NO vote on this measure.

THIS STATEMENT ENDORSED BY:

Susan Christenson	Robert Christenson
Veronica Smith	Gary Smith
Betty Nelson	Sherryll Mleynek
Diane Jones	Larry Jones
Sylvia DePue	Jane Storey
Jeanette Fruen	Barbara Stayton
Nancy Lewis	Jan Brady
Carol Greenough	Julie Davies
Kate Merrill	Diane Tyhurst

This information furnished by:
Susan Christenson
Betty Nelson
Kate Merrill

Argument in Opposition

We are downtown Tigard businesspeople. We urge you to vote NO on Measure No. 34-210.

Tigard works together and works smart. Other parts of the Portland

metropolitan area have seen similar efforts to block high capacity transit. Those controversies have split communities and damaged the relationship between citizens and their elected officials. We don't want that type of bitterness and division in our city. Tigard is not that kind of town. We work together to solve problems and build for the future.

Traffic congestion hurts business. Merchants need to receive deliveries to stock their shelves. Clients and customers need to be able to get to stores and offices in Tigard; if they can't, they'll go somewhere else, and businesses and employers will follow them. Measure No. 34-210 does nothing to help congestion.

Plan, don't react. To survive in business, we have to plan. One key rule for effective planning is - don't limit your options. Success requires creativity, and that requires a wide range of choices. Measure No. 34-210 would eliminate high capacity transit as an option in our city's efforts to deal with our traffic problems.

Look to our future. As you're deciding how to vote, please think forward twenty years. Tigard is growing, and it will continue to grow. Growth presents opportunities, and it brings challenges. Without proper planning, today's congestion will be tomorrow's gridlock. We need a transportation system that provides a variety of ways to get people where they want to go and back home again. That includes cars, bicycles, pedestrians, and mass transit. If we throw away one of those tools, the entire system is weakened.

Measure No. 34-210 severely limits our city's ability to plan and prepare for the future. It undercuts the wellbeing of our community. Please vote NO.

This information furnished by:
Mike Stevenson
Phil Thornburg

Argument in Opposition

FORMER TIGARD MAYORS OPPOSE MEASURE 34-210

DON'T SILENCE TIGARD'S VOICE

Right now, there is an ongoing conversation between local, state, regional and Federal officials about high capacity transit in our region. Your local elected officials are representing you in that conversation, making sure that Tigard's interests are considered.

If this measure passes, the message it would send is that Tigard residents don't care about how high capacity transit is designed in our region. The State, regional and Federal officials could conclude that there's no point in consulting anyone in Tigard about route, where station stops should be, or other important questions, because Tigard is uninterested.

Please don't undercut your local elected officials' ability to represent Tigard's interests in these ongoing discussions with other governments. If you vote "no," your representatives will be able to continue to work to ensure that Tigard gets its fair share of State and Federal transportation money and that Tigard's concerns about congestion and community livability are front and center in these discussions.

VOTE NO ON MEASURE 34-210

THIS STATEMENT ENDORSED BY:

Tom Brian

John E. Cook

Craig Dirksen

Jack Schwab

This information furnished by:
Craig Dirksen

Argument in Opposition

TIGARD VOLUNTEERS OPPOSE MEASURE 34-210

We have served on volunteer boards and commissions for the City of Tigard. We care deeply about our city, and are committed to seeing it thrive. For that reason, we oppose Measure No. 34-210, and ask you to vote NO.

The measure would make opposition to high capacity transit the official position of the City of Tigard. Look at the title of the measure - "Adopt Tigard Policy Opposing New High-Capacity Transit Corridor Projects." There is no time limit on that "policy." Are you convinced that it should be Tigard's policy, now and forever, to oppose all high capacity transit projects? If you're not sure, then don't close the door - vote NO.

The measure would prevent Tigard from participating in regional transportation planning. The measure can't stop high capacity transit. It would shut Tigard out of the planning process. Tigard can't stop the State of Oregon from taking part in a high capacity transit corridor, and the Pacific Highway is a state highway. Do you want to increase the possibility that light rail runs right down Highway 99? If more congestion on Highway 99 doesn't look good to you, vote NO.

The measure would take Tigard out of the running for transportation dollars. The measure would require the City to send a letter to county, Metro, state and federal officials **every year** stating Tigard's policy of opposing high capacity transit. Those are the sources for funding transportation projects. If you ran a government agency that allocates funds for public transportation, would you spend that money on a community that tells you every year "we don't want it"? If you think the day may come when our city might benefit from high capacity transit, keep the option open - vote NO.

THIS STATEMENT IS ENDORSED BY:

David Walsh	Jeremy Vermilyea
Tom Murphy	Evelyn Murphy
Linli Pao	Carine Arendes
Sherrie L. Devaney	Ralph G. Hughes

This information furnished by:
Richard Shavey
Elise Shearer
Margaret Doherty

Argument in Opposition

Tigard businesses need transit options!

Efficient transportation is the lifeblood of commerce. Without it, Tigard will be left behind economically. 35-40 % growth is projected in the SW Corridor through 2035. Access to transportation needs to increase with this growth to ensure a healthy business economy.

The majority of chamber businesses surveyed think:

- More ways for people to get to their business besides car will help their business
- A high capacity transit option outside of the 99W corridor will benefit their business and Tigard
- Increased car traffic will hurt their business

This measure is not in the best interest of business or our economy. Adding or widening roads will displace/disrupt more Tigard businesses than a high capacity option and will reduce the business tax base, affecting the future economic vitality of Tigard. This measure will eliminate Tigard from discussions about road improvements and high capacity transit in the metro area, and severely decrease federal and state funding for transportation improvements.

Reduce congestion and plan for growth. Tigard is geographically positioned as a transportation and business hub in the metro area. More people live in and conduct business in Tigard than ever before, causing significant traffic congestion. Understandably, residents cite congestion as their **number one** area of concern associated with growth. This is not the time to force the City of Tigard to step away from discussions about road improvements and high capacity transit. Doing so would destroy the city's ability to strategically plan for inevitable population increases and leave Tigard behind economically.

Vote No on Measure 34-210. It's bad for business and bad for Tigard!

Tigard Area Chamber of Commerce

This information furnished by:
Kate Mohr
Tigard Area Chamber of Commerce

BALLOT DROP SITE

March 11, 2014

Ballots must be received by 8:00 p.m.
Election Day.

Tigard City Hall

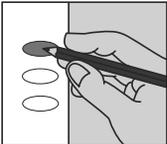
13125 SW Hall Blvd
Tigard

Washington County 24 hour drop slot.

Elections Office
3700 SW Murray Blvd
Beaverton
Front Lobby Drop Slot
(Murray & Millikan Way)

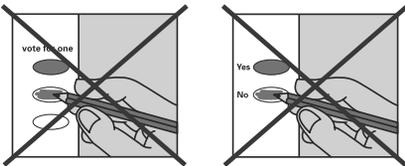
check your ballot!

Make sure you have completely filled in the ovals next to your choices.



If you vote for more candidates than allowed, or if you vote **both** Yes **and** No on a measure, it is called an overvote.

Your vote **will not count** for that candidate or measure.



You do not have to vote on all contests. Those you do vote on will still count.

Contact County Elections to request a replacement ballot if:

- you make a mistake
- your ballot is damaged or spoiled
- you lose your ballot

or for any other reason.

call 1 866 ORE VOTE/673 8683
se habla español

visit www.oregonvotes.gov

tty 1 800 735 2900
for the hearing impaired



Update your registration if you are away from home

The post office will not forward your ballot.

You can request an **absentee ballot** if you will not be home during an election. The ballot will be sent to the alternate address you provide.

for more information about voting in Oregon

 oregonvotes.gov

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PLEASE RECYCLE THIS INFORMATION BOOKLET.



VIEW WASHINGTON COUNTY MARCH 11, 2014 ELECTION RESULTS

Starting at 8:00 P.M.

Internet Site:

www.washingtoncountyelectionresults.com

RESULTADOS DE LAS ELECCIONES DEL CONDADO DE WASHINGTON MARZO 11, 2014

Iniciando a las 8:00 P.M.

Lugar en la Internet:

www.washingtoncountyelectionresults.com



Online Voters' Guide

The information contained in this Voters' Pamphlet is also available in the Online Voters' Guide.

www.co.washington.or.us

for more information about voting in Oregon:

 oregonvotes.gov

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