



## City of Tigard Press Release

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### **Mayor Cook's Statement on Ballot Measure 34-210**

Last week's narrow passage of ballot measure 34-210 tells us voters want to have more control over how and where high capacity transit might be built in our city, and that they want to cast another ballot someday on the construction of a future light rail or bus rapid transit project. We now have an opportunity to have more dialogue about how high capacity transit might fit into our city's future.

Last week's election was very close. In talking with my fellow councilors and neighboring partners about the charter amendment and its possible impact on the Southwest Corridor project, I voiced concern that Tigard not be left behind, or left out. If others are planning transit through our town, I want to be able to represent Tigard's interests in that continued planning. If others are pooling resources to improve mobility, I want Tigard businesses and residents to share in those benefits and Tigard's vision to be included.

None of that changes with the passage of that ballot measure, nor will it address the congestion problems that we face. I think our voters understand that we will continue to grow and need transit options. This is what the Southwest Corridor project is about, and why I believe Tigard needs to stay involved. I do not think that voters approved this measure to stop planning for high capacity transit here, and the ballot measure doesn't legally require that we stop planning.

But I want to be sure. So last night the City Council discussed an advisory or clarifying ballot measure this November to confirm that Tigard will continue to be part of planning on the Southwest Corridor project. We will develop an issue to put before voters for these reasons: first, I want to be sure we can collect the information about road capacity and project costs that are now required of the city under the new charter amendment. Next, I want to see the Southwest Corridor project developed so Tigard voters have an actual project to vote on. The Council also agreed on the need to broaden our community dialogue about the future of our transportation system. And finally, putting the question to voters will give us a broader cross-section of community opinion at an election with no expense to the city.

I know that my fellow Tigard City Councilors agree that we were elected to do the will of Tigard voters and to safeguard the community's future. The people of Tigard will have a say on the construction of high capacity transit in Tigard, if we ever have such a project to vote on.

High capacity transit will only become a reality in the southwest corridor if a project can be designed in a way that makes sense to a coalition of governments at the local, regional, state and federal levels. And it will only get on the ballot in Tigard if we continue to participate in the necessary planning to develop the right proposal for our community that is feasible, that will carry thousands of daily riders, and that enhances the interconnectivity of our city.

In November, I hope to hear from our voters again about whether Tigard should continue planning for high capacity transit here, or to excuse ourselves from that discussion. I believe that our planning must continue. The passage of ballot measure 34-210 reinforces my view that decision-making about the future of Tigard's transportation system has to be made here at home.