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**taxes**, weight mile taxes or any other fees or taxes levied or assessed against the use of highways or use or ownership of vehicles except registration taxes, fees and requirements.

(5) An agreement must provide that any vehicle registered in this state will receive a similar kind or degree of exemptions, benefits and privileges when operated in another jurisdiction that is party to the agreement as vehicles registered in the other jurisdiction receive when operated in this state.

(6) An agreement, in the judgment of the director, shall be in the best interest of this state and its citizens, shall be fair and equitable to this state and its citizens and shall be determined on the basis and recognition of benefits that accrue to the economy of this state from the uninterrupted flow of commerce.

(7) An agreement may authorize a vehicle that would otherwise be required to be registered in one jurisdiction to be registered in another jurisdiction without losing any benefit, exemption or privilege under the agreement if the vehicle is operated from a base located in the other jurisdiction.

(8) An agreement may allow the lessee or lessor of a vehicle, subject to the terms and conditions of the lease to receive benefits, exemptions and privileges under the agreement.

(9) An agreement may authorize the department to suspend or cancel any exceptions, benefits or privileges granted to any person under the agreement if the person violates any of the terms or conditions of the agreement or violates any law or rule of this state relating to vehicles.

(10) All agreements shall be in writing and filed with the department within 10 days after execution or the effective date of the agreement, whichever is later.

(11) An agreement may be a limited type agreement with any state bordering this state as described in this subsection. An agreement described under this subsection is subject to all of the following:

(a) The benefits, exemptions and privileges under the agreement shall only be extended to vehicles or a class of vehicles as specified in the agreement.

(b) The agreement shall be applicable only within an area in each state that is situated along the boundary between the states and that is substantially equal in size.

(c) The usage permitted of the vehicles in the two areas shall be as substantially equal as may be practicable.

(d) The areas and usage subject to the agreement shall be described in the agreement.

(e) Proportional registration shall not be required under the agreement.

(f) The agreement shall comply with other mandatory provisions of this section and may contain any other provisions described under this section.

(g) A vehicle operating under the agreement may be required to obtain a permit under ORS 803.610.

(12) An agreement may require the display or submission of evidence of registration for any vehicle operating under the agreement.

**SECTION 59.** ORS 802.520 is amended to read:

802.520. The Director of Transportation may examine the laws and requirements of any jurisdiction that issues out-of-state registration and may grant a privilege or a registration exemption described in this section to vehicles or owners of vehicles registered in that jurisdiction. All of the following apply to the authority granted by this section:

(1) The director may only grant privileges or registration exemptions under this section to vehicles that are registered in jurisdictions that do not have an agreement with this state for privileges or registration exemptions under ORS 802.500 or 826.005 or an agreement for proportional registration with this state under ORS 826.007.

(2) All grants of privileges and registration exemptions under this section shall be by declaration, shall be in writing and shall be filed with the Department of Transportation within 10 days after execution or effective date, whichever is later.

(3) A declaration may grant benefits, privileges and exemptions with respect to the operation of commercial or noncommercial vehicles in this state of the same type that may be established by

agreement under ORS 802.500 or 826.005.

(4) A declaration shall only grant the privileges, benefits and exemptions to a vehicle or the owner of a vehicle if the vehicle is any of the following:

(a) Registered in the jurisdiction where the person registering the vehicle has a legal residence.

(b) A commercial vehicle registered in a jurisdiction where the commercial enterprise in which the vehicle is used has a place of business. To qualify under this paragraph the vehicle must be assigned to the place of business and the place of business must be the place from which or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled.

(c) A commercial vehicle registered in a jurisdiction where the vehicle has been registered because of an agreement between two jurisdictions or a declaration issued by any jurisdiction.

(5) The department shall make any final determination in any case of doubt or dispute as to the proper place of registration of a vehicle, but may confer with departments of other jurisdictions affected.

(6) A declaration shall not provide for any benefit, exemption or privilege with respect to fuel taxes, use fuel taxes, **diesel fuel taxes**, weight mile taxes or other fees or taxes levied or assessed against the use of highways or use or ownership of vehicles except registration taxes, fees and requirements.

(7) A declaration shall only grant benefits, exemptions or privileges that are, in the judgment of the director, in the best interest of this state and its citizens, fair and equitable to this state and its citizens and determined on the basis and with recognition of benefits that accrue to the economy of this state from the uninterrupted flow of commerce.

(8) A declaration may authorize a vehicle that would otherwise be required to be registered in one jurisdiction to be registered in another jurisdiction without losing any benefit, exemption or privilege under the declaration if the vehicle is operated from a base located in the other jurisdiction.

(9) A declaration may allow the lessee or lessor of a vehicle, subject to the terms and conditions of the lease, to receive benefits, exemptions and privileges under the declaration.

(10) A declaration may authorize the department to suspend or cancel any exemptions, benefits or privileges granted to any person under the declaration if the person violates any of the terms or conditions of the declaration or violates any law or rule of this state relating to vehicles.

**SECTION 59a.** ORS 810.530 is amended to read:

810.530. (1) A weighmaster or motor carrier enforcement officer in whose presence an offense described in this [section] **subsection** is committed may arrest or issue a citation for the offense in the same manner as under ORS 810.410 as if the weighmaster or motor carrier enforcement officer were a police officer. This [section] **subsection** applies to the following offenses:

- (a) Violation of maximum weight limits under ORS 818.020.
- (b) Violation of posted weight limits under ORS 818.040.
- (c) Violation of administratively imposed weight or size limits under ORS 818.060.
- (d) Violation of maximum size limits under ORS 818.090.
- (e) Exceeding maximum number of vehicles in combination under ORS 818.110.
- (f) Violation of posted limits on use of road under ORS 818.130.
- (g) Violation of towing safety requirements under ORS 818.160.
- (h) Operating with sifting or leaking load under ORS 818.300.
- (i) Dragging objects on highway under ORS 818.320.
- (j) Unlawful use of devices without wheels under ORS 815.155.
- (k) Unlawful use of metal objects on tires under ORS 815.160.
- (l) Operation without pneumatic tires under ORS 815.170.
- (m) Operation in violation of vehicle variance permit under ORS 818.340.
- (n) Failure to carry and display permit under ORS 818.350.
- (o) Failure to comply with commercial vehicle enforcement requirements under ORS 818.400.
- (p) Violation of manufactured structure trip permit requirements under ORS 803.600.

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(q) Violation of any provision of ORS chapter 825 or 826.  
 (r) Operation without proper fenders or mudguards under ORS 815.185.

**(2) A weighmaster or motor carrier enforcement officer in whose presence an offense described in this subsection is committed by a person operating a commercial motor vehicle, or who finds evidence that an offense described in this subsection has been committed by such person, may issue a citation for the offense. The citation may be accomplished in the same manner as under ORS 810.410 as if the weighmaster or motor carrier enforcement officer were a police officer, except that the offense need not have been committed in the presence of the weighmaster or motor carrier enforcement officer. This subsection applies to the following offenses:**

- (a) Failure to register under ORS 803.300.
- (b) Failure to pay registration fee under ORS 803.315.
- (c) Failure to submit a declaration of weight under ORS 803.440.
- (d) Failure to renew vehicle registration under ORS 803.455.
- (e) Failure to carry a registration card under ORS 803.505.
- (f) Failure to display registration plates under ORS 803.540.
- (g) Improper display of validating stickers under ORS 803.560.
- (h) Failure to carry or display a valid international fuel tax agreement license, valid international fuel tax agreement validating decals or a valid trip permit issued under section 12 of this 1999 Act.

**(i) Violation of dyed diesel fuel use requirements imposed by section 7 of this 1999 Act.**

[(2)] **(3)** The authority of a weighmaster or motor carrier enforcement officer to issue citations or arrest under this section is subject to ORS 153.510 to 153.525 and 153.535 to 153.560.

[(3)(a)] **(4)(a)** A person is a weighmaster for purposes of this section if the person is a county weighmaster or a police officer.

(b) A person is a motor carrier enforcement officer under this section if the person is duly authorized as a motor carrier enforcement officer by the Department of Transportation.

[(4)] **(5)** A weighmaster or motor carrier enforcement officer may arrest or cite for those offenses described in [subsection (1)] **subsections (1) and (2)** of this section. A weighmaster or motor carrier enforcement officer may accept security in the same manner as a police officer under ORS 810.440 and 810.450 and may take as security for the offenses, in addition to other security permitted under this section, the sum fixed as bail for the offense.

[(5)] **(6)** A weighmaster or motor carrier enforcement officer may arrest a person for the offense of failure to appear on a traffic offense under ORS 810.360 if the violation is based upon a citation for any offense described in subsection (1) or (2) of this section except those in subsection (1)(p) or (q) of this section.

[(6)] **(7)** A weighmaster or motor carrier enforcement officer may exercise the same authority as a police officer under ORS 810.490 to enforce vehicle requirements and detain vehicles. A person who fails to comply with the authority of a weighmaster or motor carrier enforcement officer under this subsection is subject to penalty under ORS 818.400.

**SECTION 60.** ORS 825.005 is amended to read: 825.005. As used in this chapter:

- (1) "Carrier" or "motor carrier" means for-hire carrier or private carrier.
- (2) "Cartage carrier" means any person who undertakes to transport any class of property by motor vehicle for compensation when the transportation is performed wholly within an incorporated city or a commercial zone adjacent to an incorporated city.
- (3) "Certificate" means an authority issued to a for-hire carrier under ORS 825.110.
- (4) "Combined weight" means the weight of the motor vehicle plus the weight of the maximum load which the applicant has declared such vehicle will carry. Any declared combined weight is subject to audit and approval by the Department of Transportation. The combined weight of motor buses or bus trailers is the light weight of the vehicle plus the weight of the maxi-

mum seating capacity including the driver's seat estimated at 170 pounds per seat, exclusive of emergency seats, except that transit-type motor vehicles may use 150 pounds per seat in determining combined weight. In cases where a bus has a seating capacity which is not arranged for separate or individual seats, 18 lineal inches of such capacity shall be deemed the equivalent of a passenger seat.

(5) "Department" means the Department of Transportation.

[(6)] **"Extreme miles" or "extreme mileage"** means the total miles operated by a vehicle over the public highways, except the extra miles necessarily operated in traversing detours or temporary routes on account of road blockades in the state.]

[(7)] **(6)** "For-hire carrier" means:

(a) Any person who transports persons or property for hire or who publicly purports to be willing to transport persons or property for hire by motor vehicle; or

(b) Any person who leases, rents or otherwise provides a motor vehicle to the public and who in connection therewith in the regular course of business provides, procures or arranges for, directly, indirectly or by course of dealing, a driver or operator therefor.

[(8)] **(7)** "Motor vehicle" means any self-propelled vehicle and any such vehicle in combination with any trailing units, used or physically capable of being used upon any public highway in this state in the transportation of persons or property, except vehicles operating wholly on fixed rails or tracks and electric trolley buses. "Motor vehicle" includes overdimension vehicles or vehicles permitted excessive weights pursuant to a special authorization issued by a city, county or the Department of Transportation.

[(9)] **(8)** "Permit" means an authority issued to a carrier under ORS 825.102, 825.104, 825.108, 825.106 or 825.127.

[(10)] **(9)** "Private carrier" means any person who operates a motor vehicle over the public highways of this state for the purpose of transporting persons or property when the transportation is incidental to a primary business enterprise, other than transportation, in which such person is engaged.

[(11)] **"Privilege taxes"** means the weight-mile tax and fees prescribed in this chapter.]

[(12)] **(10)** "Property" includes, but is not limited to, permanent loads such as equipment, appliances, devices, or ballast that are attached to, carried on, or made a part of the vehicle and that are designed to serve some functional purpose.

[(13)] **(11)** "Public highway" means every street, alley, road, highway and thoroughfare in this state used by the public or dedicated or appropriated to public use.

[(14)] **(12)** "Safe for operation" means mechanical safety and compliance with rules regarding equipment and operation as are specified by law or by rule of the Department of Transportation.

[(15)] **(13)** "Transit-type motor vehicle" means any passenger-carrying vehicle that does not have a separate space for transporting baggage or express.

[(16)] **(14)** "Transporter" has the meaning given that term in ORS 466.005.

**SECTION 61.** ORS 825.007 is amended to read:

825.007. (1) The business of operating as a motor carrier of persons or property for hire upon the highways of this state is declared to be a business affected with the public interest. It is hereby declared to be the state transportation policy to do the following:

- (a) Promote safe, adequate, economical and efficient service and to promote the conservation of energy.
- (b) Promote sound, economic conditions in transportation.
- (c) Encourage the establishment and maintenance of reasonable rates for transportation services, without unjust discriminations, undue preferences or advantages or unfair or destructive competitive practices.
- (d) Provide specific state action immunity against all antitrust claims and prosecution in those instances when carriers lawfully develop, publish and charge rates relating to the transportation of persons or household goods and joint line rates relating to the transportation of other property and provide services specifically prescribed and subject to regulation by the Department of Transportation and in those instances when carriers lawfully engage in prior consultation for purposes described in this

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paragraph.

(2) The volume of motor carrier traffic presents dangers and hazards on public highways and make it imperative that:

- (a) Stringent rules be employed, to the end that the highways may be rendered safe for the use of the general public;
- (b) The wear of such highways be controlled;
- (c) A minimum of inconvenience to other users of the highways be effected;
- (d) A minimum hindrance and stoppage to other users of the highways compatible with needs of the public for adequate transportation service, be effected;
- (e) The highways be safeguarded from improper or unnecessary usage;
- (f) Operation by irresponsible persons or any other operation threatening the safety of the public or detrimental to the general welfare be prevented;
- (g) Congestion of traffic on the highways be minimized;
- (h) The various transportation agencies of the state be adjusted and correlated so that public highways may serve the best interest of the general public; and
- (i) A method of assessing [*privilege*] taxes be provided to enable the further construction of highways and to provide for the operation, preservation and maintenance of highways already built.

(3) The legislature hereby declares that to effect the ends and purposes listed in this section, this chapter is adopted.

**SECTION 62.** ORS 825.020 is amended to read:

825.020. Except as otherwise provided in this section, this chapter does not apply to the persons or vehicles described in this section. The provisions of ORS 825.100, 825.137, 825.139, 825.141, 825.160, 825.164, 825.166, 825.168, 825.210 (1) and (3), [825.212,] 825.450[,] and 825.454[, 825.470, 825.472, 825.474, 825.476, 825.480, 825.484, 825.488, 825.490, 825.492, 825.494, 825.496, 825.498, 825.504, 825.506, 825.507, 825.508 and 825.515] apply to any of the following vehicles or combinations of vehicles with a combined weight of more than 26,000 pounds:

(1) Vehicles being used exclusively in the transportation of United States mail on a trip basis.

(2) Vehicles being used in the transportation of persons for hire, in vehicles with a seating capacity of more than five persons, within a city and within three air miles of the city. When the three air mile radius extends into the corporate limits of another city, the two cities shall be considered as one city for the purposes of this subsection. The following apply to this subsection:

(a) Service may also be provided to or from any area surrounding the area described under this subsection so long as the service does not compete with a carrier granted authority by the Department of Transportation under this chapter to operate in that surrounding area.

(b) Any vehicle exempt from the provisions of this chapter under this subsection is subject to regulation by the city or cities in which it is operated.

(3) Vehicles being used for the purpose of transporting persons or property in connection with the patrolling of forests for the prevention or fighting of forest fires.

(4) Vehicles being used in towing or otherwise transporting vehicles at the direction of a police officer or in servicing, towing or transporting wrecked or disabled vehicles, or in towing or transporting a replacement vehicle for such wrecked or disabled vehicle if the vehicle:

(a) Is not otherwise used in transporting goods and merchandise for compensation; and

(b) In the case of towing, is specially constructed for that use or has a combined weight not exceeding 8,000 pounds.

(5) Vehicles being used by a for-hire carrier to transport within this state free or at reduced rates:

(a) The carrier's officers, agents or employees, or dependent members of the families of those individuals, or the personal effects or household goods of those individuals.

(b) Ministers of religions, inmates of hospitals and individuals exclusively engaged in charitable and eleemosynary work.

(c) Indigent, destitute and homeless individuals and the neces-

sary agents employed in the transportation.

(d) Witnesses attending legal investigations in which the carrier is interested.

(e) Persons injured in wrecks and physicians and nurses attending those persons.

(f) Persons providing relief in cases of general epidemic, pestilence or other emergency.

(g) Persons traveling under commuter, party or excursion passenger tickets, if available to all persons applying under like circumstances or conditions.

(h) Persons traveling under an exchange of passes between for-hire carriers.

(6) Vehicles being used to transport plants, artificial and natural flowers and accompanying florist accessories in movements originating at retail shops.

(7) Any vehicle used by a person licensed under ORS 508.235 while the person is transporting the person's own, unsold catch of fish from the point of landing to the first point where fish from the catch will be sold, placed in storage or processed in any way.

(8) Vehicles owned or operated by truck leasing companies operated empty over the public highways for the purpose of relocation of equipment. This exemption does not apply to motor vehicles operated empty as a result of or for the purpose of transporting passengers or property.

**SECTION 63.** ORS 825.022 is amended to read:

825.022. The provisions of ORS 825.104, 825.160, 825.450[,] and 825.454[, 825.470, 825.472, 825.474, 825.476, 825.480, 825.484, 825.488, 825.490, 825.492, 825.494, 825.496 and 825.515] do not apply to any vehicle or combination of vehicles with a combined weight of 26,000 pounds or less.

**SECTION 64.** ORS 825.137 is amended to read:

825.137. (1) Certificates and permits when issued shall be valid until suspended or revoked when the carrier is found by the Department of Transportation to be in violation of this chapter or ORS chapter 818. A variance permit issued under ORS chapter 818 shall be valid for the length of time for which it is issued unless prior to that time the permit is suspended or revoked by the Department of Transportation for violation of this chapter or ORS chapter 818.

(2) Certificates or permits, or variance permits issued pursuant to ORS chapter 818 may be suspended or canceled by the department based upon the department's own motion after notice and hearing, when the certificate or permit holder:

(a) Or agents or employees of the holder have repeatedly violated this chapter or other highway or motor laws of this state. In applying this paragraph the department may consider violations by agents or employees of the holder that occurred prior to the time they became agents or employees of the holder, but only if the agent or employee has a substantial interest or control, directly or indirectly, in or over the operation of the holder.

(b) Has repeatedly violated or avoided any order or rule of the department.

(c) Is a transporter of persons or household goods and has repeatedly made unlawful rebates or repeatedly underestimated transportation charges to clients.

(d) Has repeatedly refused or has repeatedly failed, after being requested to do so, to furnish service authorized by certificate. The department in such cases may also, in the discretion of the department, restrict the certificate to conform with operations conducted.

(e) Has not, except for reasons beyond the control of the holder, transported persons or household goods authorized by the certificate for a period exceeding 180 consecutive days immediately preceding the filing of the complaint in the proceeding. The department in these cases may also, in the discretion of the department, restrict the certificate to conform with operations performed that were required by the public convenience and necessity.

(f) Has not, except for reasons beyond the control of the holder, transported property or persons authorized by the permit for a period exceeding one year immediately preceding the filing of the complaint in the proceeding.

(g) Has refused, or has failed, within the time provided, to file

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the annual report required by ORS 825.320 or has failed or refused to maintain records required by the department or to produce such records for examination within the time set by the department.

(h) Has failed to appear for hearing after notice that the certificate or permit is under investigation.

(i) Has filed with the department an application which is false with regard to the ownership, possession or control of the equipment being used or the operation being conducted.

(3) The department shall not suspend or revoke a certificate or permit of a vehicle or person described in ORS 825.020 unless the person or vehicle is in violation of this section and ORS 825.139, 825.141, 825.160, 825.164, 825.166, 825.168, 825.210 (1) and (3), [825.212,] 825.450[,] or 825.454[, 825.470, 825.472, 825.474, 825.476, 825.480, 825.484, 825.488, 825.490, 825.492, 825.494, 825.496, 825.498, 825.504, 825.506, 825.507, 825.508 or 825.515].

**SECTION 65.** ORS 825.139 is amended to read:

825.139. (1) A certificate or permit is subject to suspension or cancellation, if the holder thereof:

(a) Is delinquent in reporting or paying any fees, taxes or penalties due the Department of Transportation, whether imposed under this chapter [or], under ORS chapter 826 or under sections 1 to 41 of this 1999 Act; or

[(b) Has refused or failed, within the time provided, to file a deposit or bond requested under ORS 825.506; or]

[(c)] (b) Fails to comply with the applicable requirements for attendance at a motor carrier education program as required by ORS 825.402.

(2) A written 10-day notice of suspension shall be given to the certificate or permit holder and unless a hearing is requested within such time, the certificate or permit shall be deemed suspended without further notice or hearing until the report, payment, bond or deposit is filed with the department or the requirements of ORS 825.402 are met.

(3) Upon a written 10-day notice by the department, a certificate or permit may be suspended or canceled for any of the reasons set forth in subsection (1) of this section. If the certificate or permit is suspended, the filing of the report, payment, bond or deposit, or the fulfilling of the requirements of ORS 825.402 will not reinstate the authority until the suspension period has expired, except on order of the department.

**SECTION 66.** ORS 825.232 is amended to read:

825.232. (1) The Department of Transportation shall, by general order or otherwise, prescribe and enforce rules in conformity with this chapter to better accomplish the enforcement of its provisions, which shall cover and include for-hire carriers and private carriers and their operations.

(2) The department may make such subdivisions of the carriers, as classified in this chapter, as in the opinion of the department may work to the efficient administration of this chapter and shall do all things necessary to carry out and enforce its provisions.

(3) All rules made by the department pursuant to this chapter and filed in the office of the department have the force and effect of law.

(4) This section does not restrict the powers of the county courts or boards of county commissioners under existing laws and amendments thereof.

(5) Without restricting the general powers conferred upon the department to prescribe and enforce rules, the department is vested with special authority with respect to the matters listed in ORS 825.204[,] and 825.210 [and 825.212].

**SECTION 67.** ORS 825.354 is amended to read:

825.354. The Department of Transportation may appoint agents [to issue temporary passes provided in ORS 825.470 (2) and] to collect any fees and taxes required by this chapter. The department shall prescribe the duties and compensation of such agents and may require them to give bonds or irrevocable letters of credit issued by an insured institution, as defined in ORS 706.008, in such amount as the department determines appropriate, conditioned upon the faithful performance of their duties.

**SECTION 68.** ORS 825.450 is amended to read:

825.450. (1) Except as otherwise permitted under ORS 825.454 [and 825.470], the Department of Transportation shall, with respect to each self-propelled or motor-driven vehicle that is not issued an identification device under ORS chapter 826, issue an identification plate or marker. The department shall also issue a receipt stating therein the combined weight of each self-propelled or motor-driven vehicle and any train or combination of vehicles to be used therewith.

(2) The receipt shall be carried with the motor vehicle at all times, and no person shall load any motor vehicle in excess of its combined weight permit rating thus determined except as variations may necessarily result in passenger loading. A fee of \$5 shall be paid to the department for each replacement weight receipt issued.

(3) The identification plate or marker must be fastened or placed on the motor vehicle to which it is issued in a manner prescribed by the department by rule.

(4) Identification plates or markers issued under this section shall be valid from the first day of any calendar quarter to the last day of the fourth consecutive calendar quarter. Each carrier may select the calendar quarter in which the period will begin except that, if necessary for administrative convenience, the department may require a carrier to adopt a starting date chosen by the department.

(5) All vehicles operating under the carrier's authority shall have the same four-quarter period of plate or marker validity. The department may allow a carrier to operate with expired plates or markers for up to one extra quarter if the renewal application has been submitted and the required fees have been paid on or before the last day of the period of validity of the plates or markers. The extension of time allowed by this subsection shall be granted only if the department determines that the extension is necessary for the administrative convenience of the department.

**SECTION 69.** ORS 826.005 is amended to read:

826.005. (1) The Department of Transportation may enter into agreements with the duly authorized representatives of any jurisdiction that issues registration to establish reciprocal privileges or registration exemptions for vehicles as described in this section. An agreement entered into by the department under the authority granted by this section may establish exemptions from proportional registration fees.

(2) An agreement shall only grant the privileges, benefits and exemptions to a vehicle or the registrant of a vehicle if the vehicle is any of the following:

(a) Registered in the jurisdiction where the person registering the vehicle has a legal residence.

(b) A commercial vehicle registered in a jurisdiction where the commercial enterprise in which the vehicle is used has a place of business. To qualify under this paragraph, the vehicle must be assigned to the place of business and the place of business must be the place from which or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled.

(c) A commercial vehicle registered in a jurisdiction where the vehicle has been registered because of an agreement between two jurisdictions or a declaration issued by any jurisdiction.

(3) An agreement shall retain the right of the department to make the final determination as to the proper place of registration of a vehicle when there is a dispute or doubt concerning the proper place of registration. An agreement shall retain the right of the department to confer with the departments of other jurisdictions affected when making a determination under this subsection.

(4) An agreement shall not provide for any benefit, exemption or privilege with respect to fuel taxes, use fuel taxes, diesel fuel taxes, weight mile taxes or any other fees or taxes levied or assessed against the use of highways or use or ownership of vehicles except registration taxes, fees and requirements.

(5) An agreement must provide that any vehicle registered in this state will receive a similar kind or degree of exemptions, benefits and privileges when operated in another jurisdiction that is party to the agreement as vehicles registered in the other jurisdiction receive when operated in this state.

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(6) An agreement, in the judgment of the department, shall be in the best interest of this state and its citizens, shall be fair and equitable to this state and its citizens and shall be determined on the basis and recognition of benefits that accrue to the economy of this state from the uninterrupted flow of commerce.

(7) An agreement may authorize a vehicle that would otherwise be required to be registered in one jurisdiction to be registered in another jurisdiction without losing any benefit, exemption or privilege under the agreement if the vehicle is operated from a base located in the other jurisdiction.

(8) An agreement may allow the lessee or lessor of a vehicle, subject to the terms and conditions of the lease, to receive benefits, exemptions and privileges under the agreement.

(9) An agreement may authorize the department to suspend or cancel any exceptions, benefits or privileges granted to any person under the agreement if the person violates any of the terms or conditions of the agreement or violates any law or rule of this state relating to vehicles.

(10) All agreements shall be in writing and filed with the department within 10 days after execution or the effective date of the agreement, whichever is later.

(11) An agreement may be a limited type agreement with any state bordering this state as described in this subsection. An agreement described under this subsection is subject to all of the following:

(a) The benefits, exemptions and privileges under the agreement shall only be extended to vehicles or a class of vehicles as specified in the agreement.

(b) The agreement shall be applicable only within an area in each state that is situated along the boundary between the states and that is substantially equal in size.

(c) The usage permitted of the vehicles in the two areas shall be as substantially equal as may be practicable.

(d) The areas and usage subject to the agreement shall be described in the agreement.

(e) Proportional registration shall not be required under the agreement.

(f) The agreement shall comply with other mandatory provisions of this section and may contain any other provisions described under this section.

(g) A vehicle operating under the agreement may be required to obtain a permit under ORS 803.610.

(12) An agreement may require the display or submission of evidence of registration for any vehicle operating under the agreement.

**SECTION 70.** ORS 826.007 is amended to read:

826.007. The Department of Transportation may enter into agreements with the duly authorized representatives of any jurisdiction that issues out-of-state registration to provide for proportional registration of vehicles and for the apportionment of registration fees and other fixed fees and taxes on vehicles proportionally registered in this state and the other jurisdiction. All of the following apply to an agreement established under authority granted by this section:

(1) An agreement may provide proportional registration only for commercial vehicles that are engaged in interjurisdictional commerce or combined interjurisdictional and intrajurisdictional commerce.

(2) An agreement may provide for proportional registration for vehicles individually or in fleets but must comply with the requirements for proportional registration under ORS 826.009 for all proportionally registered vehicles and with the requirements under ORS 826.011 for all proportionally registered fleets.

(3) An agreement may include provisions necessary to facilitate the administration of proportional registration.

(4) Any apportionment of registration fees and other fixed vehicle fees or taxes may be made on a basis commensurate with and determined on the miles traveled on and use made of the highways of this state as compared with the miles traveled on and use made of other jurisdictions' highways, or may be made on any other equitable basis of apportionment.

(5) No agreement shall contain any provision that requires a vehicle to be proportionally registered if the vehicle is:

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(a) Registered by this state;

(b) Operating in this state under any vehicle permit that allows operation of an unregistered vehicle; or

(c) Legally operated in this state under an exemption provided under ORS 803.305.

(6) Nothing in an agreement shall affect the right of the department to adopt rules as described in this subsection. The department may adopt any rules the department deems necessary to effectuate and administer the provisions of the agreement.

(7) An agreement shall only provide for proportional registration of vehicles if the vehicle is any of the following:

(a) Registered in the jurisdiction where the person registering the vehicle has a legal residence.

(b) Registered in a jurisdiction where the commercial enterprise in which the vehicle is used has a place of business where the vehicle has been assigned and from which or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled.

(c) Registered in a jurisdiction where the vehicle has been registered because of an agreement between two jurisdictions or a declaration issued by any jurisdiction.

(8) An agreement shall retain the right of the department to make the final determination as to the proper place of registration of a vehicle when there is a dispute or doubt concerning the proper place of registration. An agreement shall retain the right of the department to confer with the departments of other jurisdictions affected when making a determination under this subsection.

(9) An agreement may provide that the department may deny any person further benefits under the agreement until all fees or taxes have been paid if the department determines that the person should have proportionally registered more vehicles in this state or paid additional fees or taxes on vehicles proportionally registered in this state.

(10) An agreement may provide for arrangements with agencies of this state or other jurisdictions for joint audits of registrants of proportionally registered vehicles and for the exchange of audit information on persons who have proportionally registered vehicles.

(11) An agreement may authorize a vehicle that would otherwise be required to be registered in one jurisdiction to be registered in another jurisdiction without losing any benefits under the agreement if the vehicle is operated from a base located in the other jurisdiction.

(12) An agreement may allow the lessee or lessor of a vehicle, subject to the terms and conditions of the lease, to receive benefits of proportional registration under the agreement.

(13) An agreement may authorize the department to suspend or cancel any benefits under the agreement if the person violates any of the terms or conditions of the agreement or violates any law or rule of this state relating to vehicles.

(14) All agreements shall be in writing and shall be filed with the department within 10 days after execution or the effective date of the agreement, whichever is later.

(15) Vehicles that are proportionally registered under an agreement, whether individually or in a fleet, are fully registered in this state for purposes of ORS 803.300 and any other portion of the vehicle code and are accorded the same privileges and duties as other vehicles registered in this state even though the vehicle may have primary registration in some other jurisdiction. This subsection does not grant authority required for intrastate movement where such authority is required under ORS chapter 825. Such authority must be granted in accordance with ORS chapter 825.

(16) An agreement may only provide the benefits of proportional registration to a vehicle that is registered either proportionally or otherwise in at least one other jurisdiction in addition to this one.

(17) Nothing in an agreement shall affect the right of the department to act under this subsection. The department may refuse to issue proportional registration in this state for vehicles from jurisdictions that do not grant similar privileges for vehicles from this state.

(18) An agreement shall not provide for any benefit, exemption

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or privilege with respect to fuel taxes, use fuel taxes, **diesel fuel taxes**, weight mile taxes or any other fees or taxes levied or assessed against the use of highways or use or ownership of vehicles except registration taxes, fees and requirements.

(19) An agreement may control the requirements for type, manner of display, number and other provisions relating to registration plates, registration cards or other proof of registration for vehicles that are subject to the agreement.

**SECTION 71.** ORS 826.031 is amended to read:

826.031. (1) **A motor carrier as defined in ORS 825.005 that is the owner of a vehicle that [is subject to the tax imposed under ORS 825.474] weighs 26,001 pounds or more** and that is not registered under the proportional registration provisions of this chapter and is not registered in any other jurisdiction shall register the vehicle with the Department of Transportation if the vehicle is to be operated in this state. Registration under this section is in lieu of registration under ORS chapter 803.

(2) The department shall determine the form of application for registration and renewal of registration and may require any information that it determines necessary to facilitate the registration process.

(3) A vehicle registered under this section is subject to the insurance requirements of ORS 825.160 and not to the financial responsibility requirements of ORS chapter 806. Certification of compliance with financial responsibility requirements as specified in ORS 803.460 is not required for renewal of registration of a vehicle under this section.

(4) A vehicle registered under this section shall be deemed to be fully registered in this state for any type of movement or operation, except that in those instances in which a grant of authority is required for intrastate movement or operation, no such vehicle shall be operated in intrastate commerce in this state unless the owner thereof has been granted intrastate authority or right by the department and unless the vehicle is being operated in conformity with such authority and rights.

(5) A vehicle may be registered under this section prior to a certificate of title being issued for the vehicle but nothing in this section affects any requirement that a certificate of title be issued.

**SECTION 72.** Sections 73 and 74 of this 1999 Act are added to and made a part of ORS chapter 825.

**SECTION 73.** (1) Whenever practicable, and in any event no later than three years after any report of taxes or fees is filed in accordance with this chapter, ORS chapter 826, the International Registration Plan or the International Fuel Tax Agreement, the Department of Transportation shall audit the report if the department deems such audit practicable. If the department is not satisfied with the report filed or the amount of taxes or fees paid to the state by any person, the department may, not later than four years after the report was filed or the taxes or fees were paid, make a proposed assessment of additional taxes or fees due from such person based upon any information available to the department. A late payment charge shall be added to each registration assessment, in a sum equal to 10 percent of the amount of additional Oregon taxes or fees due.

(2) Every additional assessment under subsection (1) of this section shall bear interest at the rate of one percent per month, or fraction thereof, from the last day of the month following the close of the month for which the additional assessment is imposed until paid.

(3) If the additional Oregon registration assessment imposed exceeds by at least five percent but not more than 15 percent the amount of registration fees reported or paid, a penalty of five percent of the amount of the additional assessment shall be added thereto in addition to the 10 percent late payment charge provided in subsection (1) of this section.

(4) If the additional Oregon registration assessment imposed exceeds by more than 15 percent the amount of registration fees reported or paid, a penalty of 20 percent of the amount of the additional assessment shall be added thereto in addition to the 10 percent late payment charge provided in subsection (1) of this section.

(5) A penalty charge in the amount of 10 percent of the net assessment due shall be imposed on additional fuel tax assessments resulting from International Fuel Tax Agreement assessment audits.

(6) The department shall give to the person concerned written notice of any additional assessment.

(7) The department shall refund to any person the amount of any overpayment caused by any incorrect report.

(8) Whenever the department has made an assessment pursuant to this section that has become final pursuant to section 74 of this 1999 Act, the department may not reopen or reassess such taxes, interest or penalties unless the department is satisfied that the taxpayer fraudulently or with intent to evade taxation destroyed, concealed or withheld any books, accounts, papers, records or memoranda required to be maintained by the taxpayer pursuant to this chapter, ORS chapter 826 or the rules of the department.

**SECTION 74.** (1) Any person against whom an assessment is made under section 73 of this 1999 Act may petition the Department of Transportation for a reassessment within 30 days after service upon the person of notice. If a petition is not filed within the 30-day period, the assessment becomes final and further appeal is waived. If a petition for reassessment is filed within the 30-day period, the department shall reconsider the assessment and, if the person has requested a hearing in the petition, shall grant such person a hearing and give the person 10 days' notice of the time and place of the hearing. The department may continue the hearing from time to time as may be necessary. The decision of the department upon a petition for reassessment shall become final 30 days after service of notice of the decision upon the person concerned.

(2) The department may waive or reduce the late payment charge, penalty and interest amounts under section 73 of this 1999 Act on such terms as the department considers proper if request for waiver or reduction is filed within 30 days after service of notice of assessment upon the person concerned, or as part of the pleas made in the department's reconsideration of the assessment. Consideration of waiver or reduction of late payment, penalty and interest charges on audits completed pursuant to the International Fuel Tax Agreement or the International Registration Plan is contingent on authority granted by the appropriate agreement.

(3) Every assessment made by the department under section 73 of this 1999 Act becomes due and payable at the time it becomes final. If the assessment is not paid to the department when due and payable, there shall be added to the assessment a penalty of 10 percent of the amount of the tax or, in the case of registration fees, of the Oregon registration fees due.

(4) If any person who has requested a hearing pursuant to this section fails to withdraw the petition for reassessment at least five days before the date of the hearing and fails to appear at the scheduled hearing, the department may require such person to pay a charge of \$150 in addition to any other fees, taxes and charges that may be imposed.

(5) A petition for reassessment under subsection (1) of this section or a request for waiver or reduction under subsection (2) of this section is considered filed upon receipt of the petition or request in the office designated by the department.

**SECTION 75.** ORS 825.500 is amended to read:

825.500. (1) Interest and penalties for delinquent payments of road use assessment fees payable pursuant to the provisions of ORS 818.225 and of single-trip nondivisible load permits shall be calculated in the same manner that interest and penalties are calculated for registration fees under [ORS 825.490 and 825.494] section 73 of this 1999 Act.

(2) An audit conducted by the Department of Transportation pursuant to its authority under this chapter may include an examination of records of the carrier pertaining to the road use assessment fee imposed under ORS 818.225. If the audit shows that movement by a carrier exceeds the mileage authorized by a



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single-trip nondivisible load permit, the department shall determine the amount of the road use assessment fee that is due. The department shall collect the amount due and may impose any penalties or additional assessments authorized by this chapter for delinquent payment of taxes.

**SECTION 76.** ORS 825.504 is amended to read:

825.504. (1) If any tax, or fee in lieu of tax, reported due, or any final assessment made by the Department of Transportation under [ORS 825.490, 825.494 and 825.496] **section 73 or 74 of this 1999 Act**, including any penalties or charges therein imposed, or any final penalty imposed under ORS 825.950, 825.955 or 825.960, is not paid in full, the department may issue a warrant under the department's official seal directed to the sheriff of any county of the state commanding the sheriff to levy upon and sell the real and personal property of the taxpayer found within that county, for payment of the amount thereof, with the added penalties or charges, interest and the cost of executing the warrant, and to return such warrant to the department and pay to the department the money collected by virtue thereof by a time to be specified therein, not less than 60 days from the date of the warrant.

(2) The sheriff shall, within five days after the receipt of the warrant, record with the clerk of the county a copy thereof, and thereupon the clerk shall enter in the County Clerk Lien Record the name of the taxpayer mentioned in the warrant, and the amount of the tax or portion thereof and penalties or charges for which the warrant is issued and the date when such copy is recorded. Thereupon the amount of the warrant so recorded shall become a lien upon the title to and interest in property of the taxpayer against whom it is issued in the same manner as a judgment duly docketed.

(3) The sheriff thereupon shall proceed upon the same in all respects, with like effect and in the same manner prescribed by law in respect to executions issued against property upon judgment of a court of record, and shall be entitled to the same fees for services in executing the warrant, to be added to and collected as a part of the warrant liability.

(4) In the discretion of the Department of Transportation, a warrant of like terms, force and effect to levy upon funds of the taxpayer in possession of the Department of Revenue may be issued and directed to any agent authorized by the Department of Transportation to collect taxes payable under this chapter, and in the execution thereof the agent shall have all of the powers conferred by law upon sheriffs but is entitled to no fee or compensation in excess of actual expenses paid in the performance of such duty.

(5) The procedures authorized by this section may also be used for collection of any fees and penalties imposed on persons registering vehicles under ORS chapter 826.

**SECTION 77.** ORS 825.515 is amended to read:

825.515. [(1)] Every [for-hire carrier and private] motor carrier shall keep daily records[, upon forms prescribed by the Department of Transportation,] of all vehicles used [during the current month].

[(2) On or before the last day of the month following, except as otherwise permitted under ORS 825.492, they shall certify to the department, upon forms prescribed therefor, the true and correct summaries of their daily records which shall show the extreme miles traveled in this state during the preceding month, the amount of fuel tax paid to the state during the preceding month, and such other information as the department may require.]

[(3) The daily records shall be kept on file in the office of the motor carrier and thereafter preserved [until written permission for their destruction is given by the department] for four years.

**SECTION 78.** ORS 825.517 is amended to read:

825.517. (1) The following are not public records unless the public interest requires disclosure in the particular instance:

(a) Reports from motor carriers required to be filed with the Department of Transportation in connection with the imposition or collection of any tax or fee.

(b) Information collected by the department from a motor carrier for the purpose of conducting a tax or fee audit.

(2) A motor carrier to whom the information pertains, or a per-

son who has written permission from the carrier, may inspect information described in subsection (1) of this section.

(3) The department, upon request or as required by law, shall disclose information from the records described in subsection (1) of this section to a government agency for use in carrying out its governmental functions.

**SECTION 79.** (1) Upon the request of the Department of Transportation, the Department of State Police shall furnish to the authorized staff of the Department of Transportation any information about an applicant for a license under section 13 of this 1999 Act that the Department of State Police may have in its possession from its central bureau of criminal identification, including but not limited to manual or computerized criminal offender information.

(2)(a) If the background investigation conducted under subsection (1) of this section does not disclose any activity that would disqualify an applicant from becoming a diesel fuel licensee pursuant to section 15 of this 1999 Act, the Department of State Police shall conduct nationwide criminal records checks of the applicant through the Federal Bureau of Investigation by use of the applicant's fingerprints and shall report the results to the authorized staff of the Department of Transportation, who must be specifically authorized to receive the information.

(b) The Federal Bureau of Investigation shall return the fingerprint cards used to conduct the criminal records checks and shall not keep any record of the fingerprints. However, if the policy of the Federal Bureau of Investigation authorizing return of the fingerprint cards is changed, the Department of State Police shall cease to send the cards to the Federal Bureau of Investigation but shall continue to process the information through other available resources.

(c) When the Federal Bureau of Investigation returns the fingerprint cards to the Department of State Police, the Department of State Police shall maintain the fingerprint cards in its files.

(3) For purposes of requesting and receiving the information and data described in subsections (1) and (2) of this section, the Department of Transportation is a designated agency for purposes of ORS 181.010 to 181.560 and 181.715 to 181.730.

**SECTION 80.** (1) All diesel fuel held by a person required to be licensed under section 11 of this 1999 Act on the operative date of section 2 of this 1999 Act on which no tax has been paid shall be subject to a one-time inventory tax. Persons subject to the inventory tax shall:

(a) Take an inventory of all undyed diesel fuel in their possession to determine the number of gallons held in storage on the operative date of section 2 of this 1999 Act;

(b) File a report with the Department of Transportation showing the number of gallons held in storage; and

(c) Pay a tax not more than 30 days after the inventory date based upon the number of gallons held in storage multiplied by the tax rate specified in section 2 of this 1999 Act.

(2) In determining the amount of tax due under this section, an amount may be excluded that represents the level of undyed diesel fuel that cannot be pumped out of the tank because the fuel is below the mouth of the draw pipe. For this purpose, 200 gallons may be deducted for storage tanks with a capacity of 10,000 gallons or less and 400 gallons may be deducted for tanks with a capacity exceeding 10,000 gallons.

**SECTION 81.** The Department of Transportation shall forecast the amount of revenue that will be generated by the tax rate established by section 2 of this 1999 Act and the registration fees established by the amendments to ORS 803.420 (10) by section 45 of this 1999 Act for the period July 1, 2000, to January 1, 2001. If actual revenues from the tax and registration fees for the period July 1, 2000, to January 1, 2001, are more than five percent higher or lower than the amount forecast, then notwithstanding ORS 171.132, the Governor shall submit a proposal to the Legislative Assembly by March 1, 2001, to adjust the tax rate or registration fees or both. The purpose of the adjustment shall be to assure that vehicles

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weighing more than 26,000 pounds are paying their appropriate share of highway costs as determined by the highway cost responsibility study.

**SECTION 82.** Section 81 of this 1999 Act is repealed on December 1, 2001.

**SECTION 83.** (1) Once every two years, the Office of Economic Analysis of the Oregon Department of Administrative Services shall conduct either a full highway cost responsibility study or an examination of data collected since the previous study. The purposes of the study or examination of data shall be to determine the proportionate share that each class of road user should pay for the costs of maintenance, operation and improvement of highways, roads and streets in the state, and whether each class is paying that share. A report on the results of the study or examination of data shall be submitted to the legislative revenue committees and the legislative committees with primary responsibility for transportation by January 31 of each odd-numbered year.

(2) The report shall include recommended adjustments to the fees in ORS 803.420 (10) that are needed in order to maintain cost responsibility. If the study or examination of data indicates that the heavy vehicle share has been underpaid since the last report, the recommended adjustments shall include recovery of the amount of the underpayment. If the study or examination of data indicates that the heavy vehicle share has been overpaid, the recommended adjustments shall include credit for the amount of the overpayment.

(3) Based on the report, the Legislative Assembly shall enact adjustments to the fee schedule in ORS 803.420 (10) if the report indicates that adjustments are necessary to maintain cost responsibility. If the Legislative Assembly has not enacted adjustments by June 1 of an odd-numbered year, the Governor is authorized and directed to order implementation of any fee adjustments recommended in the report by June 30 of the odd-numbered year. Fee adjustments ordered by the Governor shall take effect on January 1 of the next even-numbered year.

(4) For purposes of this section, the two classes of road users are light vehicles and heavy vehicles. Light vehicles are vehicles with a gross weight of 26,000 pounds or less, and heavy vehicles are trucks and other vehicles with a gross weight of 26,001 pounds or more.

**SECTION 83a.** The first highway cost responsibility study required by section 83 of this 1999 Act shall be completed by January 31, 2003.

**SECTION 84.** Section 85 of this 1999 Act is added to and made a part of ORS chapter 825.

**SECTION 85.** No governmental body in Oregon may require a commercial motor vehicle or the operator of a commercial motor vehicle to be equipped with or to use an electronic device that is intended to identify the location of the vehicle.

**SECTION 86.** (1) Notwithstanding the repeal of ORS 825.490, 825.494 and 825.496 by section 87 of this 1999 Act, the Department of Transportation may follow the provisions of ORS 825.490 (1997 Edition), 825.494 (1997 Edition) and 825.496 (1997 Edition) for the purpose of auditing carriers and collecting taxes, interest, penalties and other liabilities due to the department that have accrued prior to the operative date of section 87 of this 1999 Act.

(2) This section is repealed on December 31, 2003.

**SECTION 87.** ORS 803.108, 825.212, 825.470, 825.472, 825.474, 825.476, 825.480, 825.482, 825.484, 825.486, 825.488, 825.490, 825.492, 825.494, 825.496, 825.502, 825.506, 825.507 and 825.550 are repealed.

**SECTION 88.** Sections 1 to 41, 46, 47, 72 to 74 and 79 to 86 of this 1999 Act, the amendments to statutes by sections 43 to 45, 48 to 71 and 75 to 78 of this 1999 Act and the repeal of statutes by section 87 of this 1999 Act become operative on July 1, 2000.

**SECTION 89.** On November 1, 1999, ORS 319.020 is amended to read:

319.020. (1) Subject to subsections (2) to (4) of this section, in

addition to the taxes otherwise provided for by law, every dealer engaging in the dealer's own name, or in the name of others, in the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

(a) Not later than the 25th day of each calendar month, render a statement to the Department of Transportation of all motor vehicle fuel or aircraft fuel sold, used, distributed or so withdrawn by the dealer in the State of Oregon as well as all such fuel sold, used or distributed in this state by a purchaser thereof upon which sale, use or distribution the dealer has assumed liability for the applicable license tax during the preceding calendar month.

(b) Except as provided in ORS 319.270, pay a license tax computed on the basis of [24] 26 cents per gallon on the first sale, use or distribution of such motor vehicle fuel or aircraft fuel so sold, used, distributed or withdrawn as shown by such statement in the manner and within the time provided in ORS 319.010 to 319.430.

(2) When aircraft fuel is sold, used or distributed by a dealer, the license tax shall be computed on the basis of three cents per gallon of fuel so sold, used or distributed, except that when aircraft fuel usable in aircraft operated by turbine engines (turbo-prop or jet) is sold, used or distributed, the tax rate shall be one-half of one cent per gallon.

(3) In lieu of claiming refund of the tax paid on motor vehicle fuel consumed by such dealer in nonhighway use as provided in ORS 319.280, 319.290 and 319.320, or of any prior erroneous payment of license tax made to the state by such dealer, the dealer may show such motor vehicle fuel as a credit or deduction on the monthly statement and payment of tax.

(4) The license tax computed on the basis of the sale, use, distribution or withdrawal of motor vehicle or aircraft fuel shall not be imposed wherever such tax is prohibited by the Constitution or laws of the United States with respect to such tax.

**SECTION 90.** On January 1, 2000, ORS 319.020, as amended by section 89 of this 1999 Act, is amended to read:

319.020. (1) Subject to subsections (2) to (4) of this section, in addition to the taxes otherwise provided for by law, every dealer engaging in the dealer's own name, or in the name of others, in the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

(a) Not later than the 25th day of each calendar month, render a statement to the Department of Transportation of all motor vehicle fuel or aircraft fuel sold, used, distributed or so withdrawn by the dealer in the State of Oregon as well as all such fuel sold, used or distributed in this state by a purchaser thereof upon which sale, use or distribution the dealer has assumed liability for the applicable license tax during the preceding calendar month.

(b) Except as provided in ORS 319.270, pay a license tax computed on the basis of [26] 29 cents per gallon on the first sale, use or distribution of such motor vehicle fuel or aircraft fuel so sold, used, distributed or withdrawn as shown by such statement in the manner and within the time provided in ORS 319.010 to 319.430.

(2) When aircraft fuel is sold, used or distributed by a dealer, the license tax shall be computed on the basis of three cents per gallon of fuel so sold, used or distributed, except that when aircraft fuel usable in aircraft operated by turbine engines (turbo-prop or jet) is sold, used or distributed, the tax rate shall be one-half of one cent per gallon.

(3) In lieu of claiming refund of the tax paid on motor vehicle fuel consumed by such dealer in nonhighway use as provided in ORS 319.280, 319.290 and 319.320, or of any prior erroneous payment of license tax made to the state by such dealer, the dealer may show such motor vehicle fuel as a credit or deduction on the monthly statement and payment of tax.

(4) The license tax computed on the basis of the sale, use, distribution or withdrawal of motor vehicle or aircraft fuel shall not be imposed wherever such tax is prohibited by the Constitution or laws of the United States with respect to such tax.



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**SECTION 91.** On November 1, 1999, ORS 319.530 is amended to read:

319.530. (1) To compensate this state partially for the use of its highways, an excise tax hereby is imposed at the rate of [24] **26** cents per gallon on the use of fuel in a motor vehicle. Except as otherwise provided in subsections (2) and (3) of this section, 100 cubic feet of fuel used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(2) One hundred twenty cubic feet of compressed natural gas used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(3) One and three-tenths liquid gallons of propane at 60 degrees Fahrenheit is taxable at the same rate as a gallon of other liquid fuel.

**SECTION 92.** On January 1, 2000, ORS 319.530, as amended by section 91 of this 1999 Act, is amended to read:

319.530. (1) To compensate this state partially for the use of its highways, an excise tax hereby is imposed at the rate of [26] **29** cents per gallon on the use of fuel in a motor vehicle. Except as otherwise provided in subsections (2) and (3) of this section, 100 cubic feet of fuel used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(2) One hundred twenty cubic feet of compressed natural gas used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(3) One and three-tenths liquid gallons of propane at 60 degrees Fahrenheit is taxable at the same rate as a gallon of other liquid fuel.

**SECTION 93.** ORS 818.225 is amended to read:

818.225. (1)(a) In addition to any fee for a single-trip non-divisible load permit, a person who is issued the permit or who operates a vehicle in a manner that requires the permit is liable for payment of a road use assessment fee of [five and two-tenths cents per equivalent single-axle load mile traveled. As used in this subsection, "equivalent single-axle load" means the relationship between actual or requested weight and an 18,000 pound single-axle load as determined by the American Association of State Highway and Transportation Officials Road Tests reported at the Proceedings Conference of 1962. The Department of Transportation may adopt rules to standardize the determination of equivalent single-axle load computation based on average highway conditions.] **\$3 per ton over 98,000 pounds.**

(b) If the road use assessment fee is not collected at the time of issuance of the permit, the Department of Transportation shall bill the permittee for the amount due. The account shall be considered delinquent if not paid within 60 days of billing.

[(c) The miles of travel authorized by a single-trip nondivisible load permit shall be exempt from taxation under ORS chapter 825.]

(2) The department by rule may establish procedures for payment, collection and enforcement of the fees and assessments established by this chapter.

**SECTION 94.** ORS 825.476 is amended to read: 825.476.

MILEAGE TAX RATE TABLE "A"

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
26,001 to 28,000	41.5
28,001 to 30,000	44.0
30,001 to 32,000	46.0
32,001 to 34,000	48.0
34,001 to 36,000	50.0
36,001 to 38,000	52.5
38,001 to 40,000	54.5
40,001 to 42,000	56.5
42,001 to 44,000	58.5
44,001 to 46,000	60.5

46,001 to 48,000	62.5
48,001 to 50,000	64.5
50,001 to 52,000	67.0
52,001 to 54,000	69.5
54,001 to 56,000	72.0
56,001 to 58,000	75.0
58,001 to 60,000	78.5
60,001 to 62,000	82.5
62,001 to 64,000	87.0
64,001 to 66,000	92.0
66,001 to 68,000	98.5
68,001 to 70,000	105.5
70,001 to 72,000	112.5
72,001 to 74,000	119.0
74,001 to 76,000	125.0
76,001 to 78,000	131.0
78,001 to 80,000	136.5

AXLE-WEIGHT MILEAGE TAX RATE TABLE "B"

Declared Combined Weight Groups (Pounds)	Number of Axles				
	5	6	7	8	9 or more
80,001 to 82,000	141.0	129.0	120.5	114.5	108.0
82,001 to 84,000	145.5	131.0	122.5	116.0	109.5
84,001 to 86,000	150.0	134.0	124.5	117.5	111.0
86,001 to 88,000	155.0	137.0	126.5	119.5	112.5
88,001 to 90,000	161.0	140.5	128.5	121.5	114.5
90,001 to 92,000	168.0	144.5	130.5	123.5	116.5
92,001 to 94,000	175.5	148.5	132.5	125.5	118.0
94,001 to 96,000	183.5	153.0	135.0	127.5	120.0
96,001 to 98,000	192.0	158.5	138.0	129.5	122.0
98,001 to 100,000		164.5	141.0	132.0	124.0
100,001 to 102,000			144.0	135.0	126.0
102,001 to 104,000			147.0	138.0	128.5
104,001 to 105,500			151.0	141.0	131.0

MILEAGE TAX RATE TABLE "A"

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
26,001 to 28,000	43.4
28,001 to 30,000	46.0
30,001 to 32,000	48.1
32,001 to 34,000	50.2
34,001 to 36,000	52.3
36,001 to 38,000	54.9
38,001 to 40,000	57.0
40,001 to 42,000	59.1
42,001 to 44,000	61.2
44,001 to 46,000	63.3
46,001 to 48,000	65.4
48,001 to 50,000	67.5
50,001 to 52,000	70.1
52,001 to 54,000	72.7
54,001 to 56,000	75.3
56,001 to 58,000	78.5
58,001 to 60,000	82.1
60,001 to 62,000	86.3
62,001 to 64,000	91.0
64,001 to 66,000	96.3
66,001 to 68,000	103.1
68,001 to 70,000	110.4
70,001 to 72,000	117.7
72,001 to 74,000	124.5
74,001 to 76,000	130.8
76,001 to 78,000	137.1
78,001 to 80,000	142.8

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## AXLE-WEIGHT MILEAGE TAX RATE TABLE "B"

Declared Combined Weight Groups (Pounds)	Number of Axles				
	5	6	7	8	9 or more
80,001 to 82,000	147.5	135.0	126.1	119.8	113.0
82,001 to 84,000	152.3	137.1	128.2	121.4	114.6
84,001 to 86,000	157.0	140.2	130.3	123.0	116.2
86,001 to 88,000	162.2	143.4	132.4	125.0	117.7
88,001 to 90,000	168.5	147.0	134.5	127.1	119.8
90,001 to 92,000	175.8	151.2	136.6	129.2	121.9
92,001 to 94,000	183.6	155.4	138.7	131.3	123.5
94,001 to 96,000	192.0	160.1	141.3	133.4	125.6
96,001 to 98,000	200.9	165.9	144.4	135.5	127.7
98,001 to 100,000		172.1	147.5	138.1	129.8
100,001 to 102,000			150.7	141.3	131.8
102,001 to 104,000			153.8	144.4	134.5
104,001 to 105,500			158.0	147.5	137.1

**SECTION 95.** ORS 825.480 is amended to read:

825.480. (1)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in operating motor vehicles in the transportation of logs, poles, peeler cores or piling may pay annual fees for such operation computed at the rate of [five dollars and fifty-five cents] **\$5.69** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay fees under this method may, as to vehicles otherwise exempt from taxation, elect to be taxed on the mileage basis for movements of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, servicing or moving from one exempt highway operation to another.

(2) The annual fees provided in subsections (1), [(4) and (5)] **(3) and (4)** of this section may be paid on a monthly basis. Any carrier electing to pay fees under this method may not change an election during the same calendar year in which the election is made, but may be relieved from the payment due for any month on a motor vehicle which is not operated. A carrier electing to pay fees under this method shall report and pay these fees on or before the 10th of each month for the preceding month's operations. A monthly report shall be made on all vehicles on the annual fee basis including any vehicle not operated for the month.

[(3)(a) In lieu of the fees provided in ORS 825.470 to 825.474, motor vehicles described in ORS 825.024 with a combined weight of less than 46,000 pounds that are being operated under a permit issued under ORS 825.102 may pay annual fees for such operation computed at the rate of four dollars and fifty-five cents for each 100 pounds of declared combined weight.]

[(b) The annual fees provided in this subsection shall be paid in advance but may be paid on a monthly basis on or before the first day of the month. A carrier may be relieved from the fees due for any month during which the motor vehicle is not operated for hire if a statement to that effect is filed with the Department of Transportation on or before the fifth day of the first month for which relief is sought.]

[(4)(a)] **(3)(a)** In lieu of other fees provided in ORS 825.474, carriers engaged in the operation of motor vehicles equipped with dump bodies and used in the transportation of sand, gravel, rock, dirt, debris, cinders, asphaltic concrete mix, metallic ores and concentrates or raw nonmetallic products, whether crushed or otherwise, moving from mines, pits or quarries may pay annual fees for such operation computed at the rate of [five dollars and fifty cents] **\$5.69** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay fees under this method may, as to vehicles otherwise exempt for taxation, elect to be taxed on the mileage basis for movements of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, servicing or moving from one exempt highway operation to another.

[(5)(a)] **(4)(a)** In lieu of other fees provided in ORS 825.474, carriers engaged in operating motor vehicles in the transportation of wood chips, sawdust, barkdust, hog fuel or shavings may pay annual fees for such operation computed at the rate of [twenty-

two dollars and forty cents] **\$23.19** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay under this method may, as to vehicles otherwise exempt from taxation, elect to be taxed on the mileage basis for movement of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, service or moving from one exempt highway operation to another.

**NOTE:** Section 96 was deleted by amendment. Subsequent sections were not renumbered.

**SECTION 97.** Notwithstanding ORS 366.524, from the operative date of the amendments to ORS 319.020 and 319.530 by sections 89 and 91 of this 1999 Act, through December 31, 1999, the increase in taxes by the amendments to ORS 319.020 and 319.530 by sections 89 and 91 of this 1999 Act shall be allocated to the Department of Transportation to be used for preservation of highways.

**SECTION 98.** On January 1, 2000, ORS 366.524 is amended to read:

366.524. The taxes collected under ORS 319.020, 319.530, 803.420, 818.225, 825.476 and 825.480 shall be allocated as provided in subsections (1) to (4) of this section:

(1) **82.2324 percent** shall be allocated 24.38 percent to counties under ORS 366.525 and 15.57 percent to cities under ORS 366.800.

(2) **8.1898 percent** shall be allocated as follows:  
 (a) **\$3 million** shall be transferred to the Eastern Oregon Federal Forest Safety Net Account established by section 103 of this 1999 Act and **\$3 million** shall be transferred to the Disaster Relief Account established by section 108a of this 1999 Act.

(b) **\$1 million** shall be transferred to the account established under ORS 366.805.

(c) **\$750,000** shall be transferred to the account established under ORS 366.541.

(d) **The remainder** shall be allocated 60 percent to counties under ORS 366.525 and 40 percent to cities under ORS 366.800.

(3) **6.4770 percent** shall be allocated to state highway programs, including payment of the principal and interest on the bonds described in ORS 367.625.

(4) **3.1008 percent** shall be allocated to the Department of Transportation for modernization, maintenance and preservation.

**SECTION 98a.** On July 1, 2000, ORS 366.524, as amended by section 98 of this 1999 Act, is amended to read:

366.524. The taxes collected under ORS 319.020, 319.530, 803.420, 818.225[, 825.476 and 825.480] and section 2 of this 1999 Act shall be allocated as provided in subsections (1) to (4) of this section:

(1) **82.2324 percent** shall be allocated 24.38 percent to counties under ORS 366.525 and 15.57 percent to cities under ORS 366.800.

(2) **8.1898 percent** shall be allocated as follows:  
 (a) **\$3 million** shall be transferred to the Eastern Oregon Federal Forest Safety Net Account established by section 103 of this 1999 Act and **\$3 million** shall be transferred to the Disaster Relief Account established by section 108a of this 1999 Act.

(b) **\$1 million** shall be transferred to the account established under ORS 366.805.

(c) **\$750,000** shall be transferred to the account established under ORS 366.541.

(d) **The remainder** shall be allocated 60 percent to counties under ORS 366.525 and 40 percent to cities under ORS 366.800.

(3) **6.4770 percent** shall be allocated to state highway programs, including payment of the principal and interest on the bonds described in ORS 367.625.

(4) **3.1008 percent** shall be allocated to the Department of Transportation for modernization, maintenance and preservation.

**NOTE:** Sections 99 through 101 were deleted by amendment. Subsequent sections were not renumbered.

**SECTION 102.** ORS 803.420 is amended to read:  
 803.420. This section establishes registration fees for vehicles.

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If there is uncertainty as to the classification of a vehicle for purposes of the payment of registration fees under the vehicle code, the Department of Transportation may classify the vehicle to [assure] ensure that registration fees for the vehicle are the same as for vehicles the department determines to be comparable. The registration fees for the vehicle shall be those based on the classification determined by the department. The fees described in this section are for an entire registration period for the vehicle as described under ORS 803.415, unless the vehicle is registered quarterly. The department shall apportion any fee under this section to reflect the number of quarters registered for a vehicle registered for a quarterly registration period under ORS 803.415. The fees are payable when a vehicle is registered and upon renewal of registration. Except as provided in ORS 801.041 (3) and 801.042 (7), the fee shall be increased by any amount established by the governing body of a county or by the governing body of a district, as defined in ORS 801.237 under ORS 801.041 or 801.042 as an additional registration fee for the vehicle. The fees for registration of vehicles are as follows:

(1) Vehicles not otherwise provided for in this section or ORS 820.580 or 821.320, [**\$30**] **\$40**.

(2) Mopeds, \$9.

(3) Motorcycles, \$9.

(4) Government-owned vehicles registered under ORS 805.040, \$2.

(5) State-owned vehicles registered under ORS 805.045, \$2 on registration or renewal.

(6) Undercover vehicles registered under ORS 805.060, \$2 on registration or renewal.

(7) Antique vehicles registered under ORS 805.010, \$30.

(8) Vehicles of special interest registered under ORS 805.020, \$45.

(9) Electric vehicles as follows:

(a) The registration fee for an electric vehicle not otherwise described in this subsection is \$60.

(b) The registration fee for electric vehicles that have two or three wheels is \$30. This paragraph does not apply to electric mopeds. Electric mopeds are subject to the same registration fee as otherwise provided for mopeds under this section.

(c) The registration fees for the following electric vehicles are the same as for comparable nonelectric vehicles described in this section plus 50 percent of such fee:

(A) Motor homes.

(B) Commercial buses.

(C) Vehicles registered as farm vehicles under ORS 805.300.

(D) Vehicles required to establish registration weight under ORS 803.430 or 826.013.

(10) Motor vehicles required to establish a registration weight under ORS 803.430 or 826.013, and commercial buses as provided in the following chart, based upon the weight submitted in the declaration of weight prepared under ORS 803.435 or 826.015:

44,001	to	46,000	185
46,001	to	48,000	190
48,001	to	50,000	200
50,001	to	52,000	210
52,001	to	54,000	215
54,001	to	56,000	220
56,001	to	58,000	230
58,001	to	60,000	240
60,001	to	62,000	250
62,001	to	64,000	260
64,001	to	66,000	265
66,001	to	68,000	275
68,001	to	70,000	280
70,001	to	72,000	290
72,001	to	74,000	295
74,001	to	76,000	305
76,001	to	78,000	310
78,001	to	80,000	320
80,001	to	82,000	325
82,001	to	84,000	335
84,001	to	86,000	340
86,001	to	88,000	350
88,001	to	90,000	355
90,001	to	92,000	365
92,001	to	94,000	370
94,001	to	96,000	380
96,001	to	98,000	385
98,001	to	100,000	390
100,001	to	102,000	400
102,001	to	104,000	405
104,001	to	105,500	415

(11)(a) Motor vehicles with a registration weight of more than 8,000 pounds that are described in ORS 825.015, that are operated by a charitable organization as described in ORS 825.017 (15), that are certified under ORS 822.205 or that are used exclusively to transport manufactured structures, as provided in the following chart:

Weight in Pounds		Fee
8,001	to 10,000	\$ 50
10,001	to 12,000	60
12,001	to 14,000	65
14,001	to 16,000	75
16,001	to 18,000	80
18,001	to 20,000	90
20,001	to 22,000	95
22,001	to 24,000	105
24,001	to 26,000	110
26,001	to 28,000	120
28,001	to 30,000	125
30,001	to 32,000	135
32,001	to 34,000	140
34,001	to 36,000	150
36,001	to 38,000	155
38,001	to 40,000	165
40,001	to 42,000	170
42,001	to 44,000	180
44,001	to 46,000	185
46,001	to 48,000	190
48,001	to 50,000	200
50,001	to 52,000	210
52,001	to 54,000	215
54,001	to 56,000	220
56,001	to 58,000	230
58,001	to 60,000	240
60,001	to 62,000	250
62,001	to 64,000	260
64,001	to 66,000	265
66,001	to 68,000	275
68,001	to 70,000	280
70,001	to 72,000	290
72,001	to 74,000	295

Weight in Pounds		Fee
8,000	or less	\$ [15] <b>20</b>
8,001	to 10,000	[110] <b>75</b>
10,001	to 12,000	[125] <b>135</b>
12,001	to 14,000	[140] <b>160</b>
14,001	to 16,000	[155] <b>230</b>
16,001	to 18,000	[170] <b>230</b>
18,001	to 20,000	[190] <b>230</b>
20,001	to 22,000	[205] <b>230</b>
22,001	to 24,000	[225] <b>230</b>
24,001	to 26,000	[245] <b>230</b>
26,001	to 28,000	120
28,001	to 30,000	125
30,001	to 32,000	135
32,001	to 34,000	140
34,001	to 36,000	150
36,001	to 38,000	155
38,001	to 40,000	165
40,001	to 42,000	170
42,001	to 44,000	180

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74,001	to	76,000	305
76,001	to	78,000	310
78,001	to	80,000	320
80,001	to	82,000	325
82,001	to	84,000	335
84,001	to	86,000	340
86,001	to	88,000	350
88,001	to	90,000	355
90,001	to	92,000	365
92,001	to	94,000	370
94,001	to	96,000	380
96,001	to	98,000	385
98,001	to	100,000	390
100,001	to	102,000	400
102,001	to	104,000	405
104,001	to	105,500	415

805.300 is as follows based upon the registration weight given in the declaration of weight submitted under ORS 803.435:

Weight in Pounds		Fee
8,000	or less	\$ [15] 20
8,001	to 10,000	30
10,001	to 12,000	35
12,001	to 14,000	45
14,001	to 16,000	50
16,001	to 18,000	60
18,001	to 20,000	65
20,001	to 22,000	75
22,001	to 24,000	80
24,001	to 26,000	90
26,001	to 28,000	95
28,001	to 30,000	105
30,001	to 32,000	110
32,001	to 34,000	120
34,001	to 36,000	125
36,001	to 38,000	135
38,001	to 40,000	140
40,001	to 42,000	150
42,001	to 44,000	155
44,001	to 46,000	165
46,001	to 48,000	170
48,001	to 50,000	180
50,001	to 52,000	185
52,001	to 54,000	190
54,001	to 56,000	200
56,001	to 58,000	210
58,001	to 60,000	215
60,001	to 62,000	220
62,001	to 64,000	230
64,001	to 66,000	240
66,001	to 68,000	245
68,001	to 70,000	250
70,001	to 72,000	260
72,001	to 74,000	265
74,001	to 76,000	275
76,001	to 78,000	280
78,001	to 80,000	290
80,001	to 82,000	295
82,001	to 84,000	305
84,001	to 86,000	310
86,001	to 88,000	320
88,001	to 90,000	325
90,001	to 92,000	335
92,001	to 94,000	340
94,001	to 96,000	350
96,001	to 98,000	355
98,001	to 100,000	365
100,001	to 102,000	370
102,001	to 104,000	380
104,001	to 105,500	385

(b) The owner of a vehicle described in paragraph (a) of this subsection must certify at the time of initial registration, in a manner determined by the department by rule, that the motor vehicle will be used exclusively to transport manufactured structures or exclusively as described in ORS 822.210, 825.015 or 825.017 (15). Registration of a vehicle described in paragraph (a) of this subsection is invalid if the vehicle is operated in any manner other than that described in the certification under this paragraph.

(12) Trailers registered under permanent registration, \$10.

(13) Fixed load vehicles as follows:

(a) If a declaration of weight described under ORS 803.435 is submitted establishing the weight of the vehicle at 3,000 pounds or less, \$30.

(b) If no declaration of weight is submitted or if the weight of the vehicle is in excess of 3,000 pounds, \$75.

(14) Trailers for hire that are equipped with pneumatic tires made of an elastic material and that are not travel trailers, manufactured structures or trailers registered under permanent registration, \$15.

(15) Trailers registered as part of a fleet under an agreement reached pursuant to ORS 802.500, the same as the fee for vehicles of the same type registered under other provisions of the Oregon Vehicle Code.

(16) Travel trailers, campers and motor homes as follows, based on length as determined under ORS 803.425:

(a) For travel trailers or campers that are 6 to 10 feet in length, \$54.

(b) For travel trailers or campers over 10 feet in length, \$54 plus \$4.50 a foot for each foot of length over the first 10 feet.

(c) For motor homes over 10 feet in length, \$84 plus \$5 a foot for each foot of length over the first 10 feet.

(17) Special use trailers as follows, based on length as determined under ORS 803.425:

(a) For lengths 6 to 10 feet, \$30.

(b) For special use trailers over 10 feet in length, \$30 plus \$3 a foot for each foot of length over the first 10 feet.

(18) Fees for vehicles with proportional registration under ORS 826.009, or proportioned fleet registration under ORS 826.011, are as provided for vehicles of the same type under this section except that the fees shall be fixed on an apportioned basis as provided under the agreement established under ORS 826.007.

(19) For any vehicle that is registered under a quarterly registration period, a minimum of \$15 for each quarter registered plus an additional fee of \$1.

(20) In addition to any other fees charged for registration of vehicles in fleets under ORS 805.120, the department may charge the following fees:

(a) A \$2 service charge for each vehicle entered into a fleet.

(b) A \$1 service charge for each vehicle in the fleet at the time of renewal.

(21) The registration fee for vehicles with special registration for disabled veterans under ORS 805.100 is a fee of \$15.

(22) The registration fee for manufactured structures is as provided in ORS 820.580.

(23) Subject to subsection (19) of this section, the registration fee for motor vehicles registered as farm vehicles under ORS

(24) The registration fee for school vehicles registered under ORS 805.050 is \$7.50.

**SECTION 103. (1) The Eastern Oregon Federal Forest Safety Net Account is established as an account in the State Highway Fund. Moneys shall be transferred to the account as provided in ORS 366.524 (2)(a).**

**(2) Each year an amount of up to \$3 million from the account shall be allocated to counties described in subsection (3) of this section by a formula developed by the Department of Transportation by agreement with the Association of Oregon Counties.**

**(3) Any county lying east of the crest of the Cascade Mountains is eligible for allocations of moneys from the account established in subsection (1) of this section, provided that the county received federal funds in 1996 from one of the following national forests:**

- (a) Fremont.**
- (b) Malheur.**

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- (c) Ochoco.
- (d) Umatilla.
- (e) Wallowa.
- (f) Whitman.

**SECTION 104.** (1) Notwithstanding ORS 801.041, 203.055 or any provision of a county charter, a county may impose a registration fee of \$10 per year for any vehicle registered in the county, upon an affirmative vote of a majority of the commissioners of the county. Moneys collected under this section shall be used for maintenance, preservation and modernization of roads and bridges. This subsection applies only to vehicles registered under ORS 803.420 (1).

(2) A registration fee imposed by subsection (1) of this section shall be collected by the Department of Transportation if the department receives notice by January 1, 2000, from the county commissioners indicating that a majority of them have voted to impose the fee, and shall be allocated to the county from which the fee was collected.

(3) A county for which the department collects registration fees under this section shall convene a meeting with the department and with cities in the county to agree on the distribution of moneys collected for the county under this section.

(4) Multnomah County shall spend a majority of moneys collected for the county under this section on the county's Willamette River bridges.

**SECTION 105.** ORS 366.542 is amended to read:

366.542. (1) Moneys paid to counties under ORS 366.524 to 366.540 shall be used only for the purposes stated in sections 3 and 3a, Article IX of the Oregon Constitution, and the statutes enacted pursuant thereto including ORS 366.514.

(2) Moneys paid to counties under ORS 366.524 (2)(d) shall be used only for road and bridge modernization, maintenance and preservation.

[(2)] (3) Counties receiving moneys under ORS 366.524 to 366.540 shall report during each Legislative Assembly the expenditures of those moneys in each of the following areas:

- (a) Maintenance;
- (b) Public improvements as defined in ORS 279.011; and
- (c) Administration.

**SECTION 105a.** ORS 366.541 is amended to read:

366.541. (1) Not later than January 5 in each calendar year, the sum of \$500,000 shall be withdrawn from the appropriation specified in ORS 366.525, and the sum of \$250,000 shall be withdrawn from moneys available to the Department of Transportation from the State Highway Fund. The sums withdrawn shall be set up in a separate account to be administered by the Department of Transportation. Moneys from the account shall be allocated first to the county road fund of the county whose federal and state dedicated resources per equivalent road mile are the lowest in the state until that county reaches the equivalent road mile rate of the next lowest county. At that time, moneys in the account shall be allocated to the two lowest counties until they reach the equivalent road mile rate of the next lowest county. The allocation shall continue in this manner until all moneys in the account are allocated.

(2) Moneys allocated as provided in this section may be used only for maintenance, repair and improvement of existing roads.

(3) As used in this section:

(a) "Equivalent road miles" means the total miles of arterial and collector roads in each county, as determined by the Department of Transportation, including bridges on county roads converted to road miles on a basis that 4,000 square feet of bridge surface equals one equivalent road mile.

(b) "Federal and state dedicated resources" means all county road fund resources that are dedicated by federal or state law for county road purposes, as determined by the Department of Transportation, including but not limited to amounts allocated to each county annually under the federal-aid highway program authorized under chapter 1, Title 23, United States Code, but excluding the highway bridge replacement and forest highway programs, and including federal and state grants-in-aid or portions of grants-in-aid specifically earmarked for county roads

or bridges.

(4) All moneys in the account established under subsection (1) of this section shall be allocated each year.

**SECTION 106.** ORS 366.790 is amended to read:

366.790. (1) Money paid to cities under ORS 366.785 to 366.820 shall be used only for the purposes stated in sections 3 and 3a, Article IX of the Oregon Constitution and the statutes enacted pursuant thereto including ORS 366.514.

(2) Moneys paid to cities under ORS 366.524 (2)(d) shall be used only for road and bridge modernization, maintenance and preservation.

[(2)] (3) Cities receiving moneys under ORS 366.785 to 366.820 shall report during each Legislative Assembly the expenditures of those moneys in each of the following areas:

- (a) Maintenance;
- (b) Public improvements as defined in ORS 279.011; and
- (c) Administration.

**SECTION 107.** ORS 367.620 is amended to read:

367.620. (1) Except as provided in subsection (2) of this section, the principal amount of Highway User Tax Bonds issued under ORS 367.615 shall [not exceed in the aggregate principal sum \$134 million] be subject to the provisions of ORS 286.505 to 286.545.

(2) During the period ending June 30, 2001, Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in ORS 367.625 in an aggregate principal amount sufficient to produce net proceeds of not more than \$600 million. The provisions of ORS 286.505 to 286.545 do not apply to bonds described in this subsection.

**SECTION 108.** ORS 367.625 is amended to read:

367.625. [(1) Bonds may be issued under ORS 367.615 only to the extent that bonding authority is available under ORS 367.226, 367.555 and 367.700. Proceeds from bonds may be used for loans to cities and counties under ORS 367.655 only to the extent that authority is available under ORS 367.700.]

[(2) To the extent that bonds are issued under ORS 367.615, the limits on bonding authority under ORS 367.226, 367.555 and 367.700 are reduced in the following manner:]

[(a) First, the limit on authority under ORS 367.555 is reduced until exhausted.]

[(b) Next, the limit on authority under ORS 367.226 is reduced.]

[(c) If the proceeds from bonds are used for loans to cities and counties under ORS 367.655, the limit on authority under ORS 367.700 is reduced.]

(1) Highway User Tax Bonds described in this section may be issued only to finance road and bridge modernization and safety projects, to fund bond reserves, to pay debt service on the bonds and to pay costs related to the bonds. For purposes of ORS 366.514, the revenues from bonds described in this section may not be considered funds received by the Department of Transportation from the State Highway Fund. The Department of Transportation shall develop a list of projects to be funded with revenues from bonds described in this section. All projects on the list shall first have been approved by the Oregon Transportation Commission for inclusion in the Statewide Transportation Improvement Program. The department shall give added consideration to projects that leverage local or private funds or that will generate toll revenues.

(2) The department shall present a report to the Emergency Board no later than February 1, 2000, that includes the list of projects described in subsection (1) of this section that have been approved by the Oregon Transportation Commission and a list of projects that were considered for inclusion in the list but were not included.

(3) Upon receipt of the report required by subsection (2) of this section, the Emergency Board may authorize expenditure of moneys necessary for issuance of the bonds described in this section.

(4) After the initial report, the department shall report to the Emergency Board at least quarterly, updating the status of the projects on the list. When the Legislative Assembly is meeting in regular session, the quarterly report shall be to

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the Joint Ways and Means Committee instead of to the Emergency Board.

(5) The department and the State Treasurer shall structure the Highway User Tax Bonds described in this section so that the principal and interest on the bonds can be paid from revenues that are estimated to be available under ORS 366.524 (3).

**SECTION 108a.** (1) The Disaster Relief Account is established as an account in the State Highway Fund. Moneys shall be transferred to the account as provided in ORS 366.524 (2)(a).

(2) Each year an amount of \$3 million shall be deposited in the account for disaster relief for roads and bridges damaged by severe natural disasters. The interest earned on the account shall accrue to the account. The Department of Transportation, the Association of Oregon Counties and the League of Oregon Cities shall establish guidelines for the use and distribution of the moneys in the account for repairs to roads and bridges damaged by severe natural disasters. Moneys in the account may be used to match available federal disaster relief funds.

**SECTION 109.** Sections 103, 104, 108a, 110 and 111 of this 1999 Act and the amendments to ORS 366.541, 366.542, 366.790, 367.620, 367.625, 803.420, 818.225, 825.476 and 825.480 by sections 93 to 95, 102 and 105 to 108 of this 1999 Act become operative January 1, 2000.

**SECTION 110.** Revenues described in section 3a (1), Article IX of the Oregon Constitution, that are generated by taxes or excises imposed by the state shall be generated in a manner that ensures that the share of revenues paid for the use of light vehicles, including cars, and the share of revenues paid for the use of heavy vehicles, including trucks, is fair and proportionate to the costs incurred for the highway system because of each class of vehicle. The Legislative Assembly shall provide for a biennial review and, if necessary, adjustment of revenue sources to ensure fairness and proportionality.

**SECTION 111.** (1) As used in this section, "gas station" includes a filling station, service station, garage or any other place where gasoline is sold for use in motor vehicles.

(2) The owner or operator of a gas station shall post, in a manner visible to customers, the following information:

- (a) The amount of the price per gallon that is federal tax;
- (b) The amount of the price per gallon that is state tax;
- (c) The amount of the price per gallon that is local tax; and
- (d) The total amount of federal, state and local taxes per gallon.

(3) The Department of Transportation shall furnish the information described in subsection (2) of this section to each gas station in the state.

**SECTION 112.** If this 1999 Act is referred to the people by petition under section 1 (3)(b), Article IV of the Oregon Constitution, and becomes law:

(1) Sections of this 1999 Act that would have become operative 90 days from the end of the 1999 regular session, absent the referral, shall become operative 30 days after the day on which this 1999 Act is approved by a majority of votes cast at the election.

(2) Sections of this 1999 Act that would have become operative on November 1, 1999, absent the referral, shall become operative on July 1, 2000.

(3) Sections of this 1999 Act that would have become operative on January 1, 2000, absent the referral, shall become operative on September 1, 2000.

(4) Sections of this 1999 Act that would have become operative on July 1, 2000, absent the referral, shall become operative on March 1, 2001.

(5) Sections of this 1999 Act that would have become operative on January 1, 2002, absent the referral, shall become operative on January 1, 2004.

**SECTION 113.** If this 1999 Act is referred to the people by petition under section 1 (3)(b), Article IV of the Oregon Constitution, and becomes law:

(1)(a) The references in section 81 of this 1999 Act to:  
(A) July 1, 2000, shall be considered to be references to March 1, 2001.

(B) January 1, 2001, shall be considered to be references to September 1, 2001.

(b) The reference in section 81 of this 1999 Act to March 1, 2001, shall be considered to be a reference to February 1, 2003.

(2) The reference in section 82 of this 1999 Act to December 1, 2001, shall be considered a reference to December 1, 2003.

(3) The reference in section 86 of this 1999 Act to December 31, 2003, shall be considered a reference to December 31, 2005.

(4) The reference in section 97 of this 1999 Act to December 31, 1999, shall be considered a reference to August 31, 2000.

(5) The reference in section 104 of this 1999 Act to January 1, 2000, shall be considered a reference to September 1, 2000.

(6) The reference in ORS 367.725, as amended by section 108 of this 1999 Act, to February 1, 2000, shall be considered a reference to October 1, 2000.

NOTE: **Boldfaced** type indicates new language; [*brackets and italic*] type indicates deletions or comments.



# Measure No. 82

# Measure No. 82

## EXPLANATORY STATEMENT

Ballot Measure 82 increases the tax on gasoline by five cents: from 24 cents to 29 cents per gallon. Registration fees for cars, vans and light trucks are increased from \$30 to \$40 for every two-year period. Counties have the option to add an additional \$20 registration fee. Two cents of the five-cent gasoline tax increase would commence on July 1, 2000. The remaining three cents of the gasoline tax increase would commence on September 1, 2000.

The measure also changes taxes on heavy vehicles. Under current law, vehicles with a declared weight of more than 26,000 pounds pay the weight mile tax which charges those vehicles a rate based on the weight of the vehicle and the miles it travels within Oregon. Ballot Measure 82 repeals the weight mile tax and replaces it with a diesel fuel tax of 29 cents per gallon. In addition, the ballot measure increases registration fees on most heavy vehicles. The ballot measure requires that the share of revenues generated by taxes on heavy vehicles (generally, trucks) and the share generated by taxes on light vehicles (generally, cars) be fair and proportional to the costs to the highway system incurred because of each class (heavy or light) of vehicle. This is currently required by the Oregon Constitution.

As required by the Oregon Constitution, revenues produced by Measure 82 are dedicated to maintenance, preservation and modernization of state, city and county roads and bridges. In addition, the measure authorizes the Department of Transportation to issue Highway User Tax Bonds, up to \$600 million in value, for capital projects to be repaid by a portion of the gasoline tax increase. Revenues generated by Measure 82 will be distributed as follows:

Three cents of the five cent gas tax increase plus the proportionate increase in truck taxes will be directed to cities and counties to fund preservation and maintenance of local roads and bridges.

One cent of the five cent gas tax increase plus the proportionate increase in truck taxes will be dedicated to preservation and maintenance of state highways and bridges.

One cent of the five cent gas tax increase and the auto registration fee increase plus the proportionate increase in truck taxes will be used to pay the principal and interest on up to \$600 million in bonds authorized by Measure 82 to finance road and bridge modernization and safety projects.

Ballot Measure 82 also establishes a system for licensing diesel fuel distributors, suppliers and others, and for collecting the diesel fuel tax. The ballot measure restricts public access to certain Oregon Department of Transportation records and prohibits state government from requiring heavy vehicles to be equipped with transponders.

**Committee Members:**

John D. Porter  
 Bill Sizemore  
 Senator Lenn Hannon  
 Representative Ken Strobeck  
 Senator Joan Dukes

**Appointed by:**

Chief Petitioners  
 Chief Petitioners  
 Secretary of State  
 Secretary of State  
 Members of the Committee

*(This committee was appointed to provide an impartial explanation of the ballot measure pursuant to ORS 251.215.)*

## ARGUMENT IN FAVOR

**AAA's big lie**

The *Valley Times*, February 10, 2000  
 (Edited for brevity)

You likely have heard advertisements from AAA opposing Measure 82. The advertisement is full of lies and a lack of accountability. Oregonians deserve better from AAA.

The implication is that Measure 82 shifts the burden (for funding road repairs and improvements) unfairly onto motorists. It doesn't. In fact, a constitutional amendment approved in November protects against that happening. AAA knows that. It just doesn't tell you that in its misleading ad.

A state legislative analysis shows that even with the passage of Measure 82, motorists and truckers would continue to pay their respective fair share of building and maintaining roads.

AAA says that it has served its members well for decades. We agree. *But why not now?* In its advertisement, AAA makes no attempt to tell Oregonians why they are being asked to approve a gas tax increase. The implication is that the trucking industry brought the measure to the ballot. That's plain wrong.

The reason voters are being asked to approve a gas tax increase is that road construction, safety and maintenance needs outstrip available funding by a 4-1 margin. AAA also doesn't tell you that Republican and Democratic legislators agree that it's time to re-invest in our roads.

If AAA really cared about serving Oregonians – and not just its political interests – it would tell you what's good about the gas tax for Oregon's roads. It would talk about the safety of Oregon motorists. And it would speak to the state's economy and the importance of moving freight. It would talk about the gas tax's benefits and its costs. And why both motorists and truckers should pay something to get something.

But that would mean providing leadership for the good of Oregon, and it would mean telling the truth.

**The Westside Economic Alliance and  
 Association for Portland Progress  
 agree with the *Valley Times*. You deserve the truth.  
 VOTE YES ON 82!**

*(This information furnished by Betty Atteberry, Westside Economic Alliance; Robert A. DeGraff, Association for Portland Progress.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

### **AAA MEMBERS FOR YES ON 82!**

As representatives of AAA members who support better, safer roads and less congestion, we urge you to **vote YES on 82.**

We are shocked and embarrassed by the shameful campaign being waged by our association. We urged AAA Executive Director Roger Graybeal (he is OUR executive director serving at the pleasure of the AAA MEMBERS, isn't he?) and his minions to STOP their campaign of lies and deceit, but we failed.

AAA is too caught up in anti-road improvement politics to understand that its actions hurt every Oregonian. They have chosen to use hundreds of thousands of their members' dollars (**OUR** money!!!) in an effort to defeat this fair proposal and have based their campaign on attempting to mislead folks like you and me.

### **Show AAA that you aren't so easily fooled. Vote YES on 82!**

Measure 82 increases investment in our roads and bridges to address Oregon's worst "blood alleys," where dozens of lives are lost every year. It specifically targets dangerous intersections and bottlenecks throughout Oregon to improve safety, relieve congestion and improve traffic flow.

It earmarks \$61.5 million each year for Oregon's cities and counties to address safety, congestion and maintenance issues on local streets. Every city and every county will get a proportionate share.

And **Measure 82 is fair.** It increases taxes on cars and commercial trucks alike. Measure 82 makes truckers pay road taxes at the pump and it creates a weight-based registration fee to ensure heavy trucks pay their fair share.

The most it would cost the average car owner is \$3.75 per month or \$45 per year. The official state estimate is that truckers will pay \$245 million more over the next 6 years if Measure 82 passes than they will if it fails.

Measure 82 buys better, safer roads and less congestion. Exactly the type of cause AAA should embrace.

### **That's why AAA members urge you to vote YES on 82!**

*(This information furnished by Teresa D. Miller, Chris Campbell, Jacqueline Zimmer, Mike Card, Frank Moore, AAA Members For Yes on 82; Cynthia R. Catto, AAA Member Since 1984.)*

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## ARGUMENT IN FAVOR

### **Oregon's Paramedics Urge You to Vote YES on 82**

The toughest duty we face as paramedics is responding to traffic accidents. Seeing people hurt or killed is a horrible experience. Most accidents involve human mistakes, but some happen because the roads themselves have become dangerous.

Some roads lack climbing lanes for slower moving trucks, which prompts other drivers to tempt fate by passing into oncoming traffic when they shouldn't.

Some intersections make it almost impossible to turn left, prompting drivers to dart into traffic after they grow impatient with waiting.

And we're all aware that many city, county and state roads are rutted after years of wear and neglect.

### **We need safer, better roads, so we're asking you to join us in voting YES on Measure 82.**

Measure 82 funds a \$600 million list of specific projects throughout Oregon that add climbing lanes, improve dangerous intersections and enhance the state's road and bridge maintenance efforts.

Because many trouble spots are at the local level, the Measure includes \$61.5 million more per year to cities and counties to help them catch up on maintenance and preservation of local roads. And it includes \$3 million a year for emergency repairs to weather-damaged roads and bridges.

Oregonians are proud of our quality of life. Deteriorating, dangerous roads put every Oregonian at risk. For just \$3.75 per month, or \$45 per year from the average car owner, Measure 82 provides dollars for safety projects, especially in corridors and at intersections where accidents and fatalities are high.

### **PLEASE VOTE YES ON 82.**

*(This information furnished by Mark Taylor, Paramedics For Yes On 82.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

### Oregon Newspaper Editors Look at Measure 82

"A state legislative analysis shows that motorists and truckers would continue to pay their respective fair share of building and maintaining roads."

*Valley Times*, February 10, 2000

"Medford residents should speak forcefully in favor of the highway project list and the gas tax that would pay for it."

*Medford Mail Tribune*, January 18, 2000

"If (AAA) succeeds in killing the gas tax increase, Oregon motorists will suffer the results...forced to navigate ever-more crowded, more dangerous roads."

*The Oregonian*, January 16, 2000

"The governor called the gas tax increase a 'decade-overdue investment in our roads and highway systems.' Amen."

*Eugene Register-Guard*, January 10, 2000

"Without the new tax, this kind of shortfall will force us to continue watching our roads deteriorate."

*Bend Bulletin*, December 18, 1999

"For Oregon businesses, there's too much to lose if AAA and Sizemore succeed in persuading voters to defeat the transportation package."

*AOI Business Viewpoint*, November/December 1999

"An extra nickel a gallon for gasoline seems like a painless enough way to begin addressing our transportation needs."

*Daily Astorian*, October 11, 1999

"Dismantling the transportation package would put Oregon exactly where it has been the past eight years – without funding to solve transportation problems."

*Salem Statesman Journal*, October 1, 1999

"Drivers are sure to encounter potholes and ruts in the road. That's why it's distressing that AAA is pushing ahead with its initiative."

*Springfield News*, September 11, 1999

"Raising the state's gas tax could have tangible benefits for every Oregonian who drives or rides in a car."

*Baker City Herald*, August 11, 1999

"Oregon needs to devote more money to its roads. An increase in the gas tax is needed."

*La Grande Observer*, August 3, 1999

"Oregonians deserve good roads, and that takes money. Oregon can't afford to let its roads deteriorate further for lack of a gas tax increase."

*Corvallis Gazette-Times*, August 2, 1999

*(This information furnished by Richard Butrick, Associated Oregon Industries.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

### SENIORS URGE YOU TO SUPPORT MEASURE 82!

When you vote YES on Measure 82, you say YES to special budgets for senior and disabled transit statewide.

You also give the green light to projects that will save lives and relieve congestion throughout the state.

In one Oregon community, students have to walk along U.S. 95 every day just to get lunch – and they don't even have a sidewalk. The Jordan Valley school system in Malheur County lacks cafeteria facilities, so students bravely hike and bike along the highway every day.

**Measure 82 invests \$2.5 million immediately to install curbs and sidewalks to protect these children and resurfaces U.S. 95 to make driving safer.**

Put yourself in the shoes of parents in that community. Imagine your children in harm's way every day. Then consider Measure 82 – a solution.

Measure 82's projects save lives by investing \$600 million to fund **59 specific projects throughout Oregon.**

- In the Portland metropolitan area, Measure 82 will widen Sunset Highway and Highway 217, extend Milwaukie Expressway across I-205, improve Columbia/Killingsworth connection to I-205, reconstruct Naito Parkway, improve Sandy Boulevard, resurface McLoughlin Boulevard and add turning lanes on US 26 near Mt. Hood.
- In Lane County, Measure 82 will add a passing lane and truck turnout on Highway 126 to Florence, rebuild the Coburg exit interchange on I-5 and upgrade 99W from Garfield to Roosevelt in Eugene.
- In Deschutes County, Measure 82 will construct the Redmond truck route, improve US 97 with an interchange in Sunriver, and a rail overcrossing at Wickiup Junction, widen Highway 126 in Redmond, and widen portions of US 20 in Bend and near Sisters.

Chances are a project in your county also is on the priority list. \$61.5 million per year from Measure 82 will be shared by every city and county in Oregon. You can see what your community will get by clicking on [www.fairfunding.org](http://www.fairfunding.org).

These projects can't wait. Vote YES on 82.

*(This information furnished by Louis Carlson, Morrow Co. Judge Retired, Seniors For Yes On 82.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

Pass Measure 82 and Oregon drivers will experience

### L E S S C O N G E S T I O N

Measure 82 includes \$600 million that will be spent immediately on specific new highway and safety projects to ease congestion and improve the flow of traffic.

Among many other projects, Measure 82 will improve the Highway 217 interchange with U.S. 26 (\$21 million), expand U.S. 101 to 4 lanes through Lincoln City (\$15.8 million), fix the south Medford interchange at I-5 (\$15 million), realign the intersection of South Century Drive and U.S. 97 in Sunriver (\$5.6 million) and modernize U.S. 395 from Pendleton to Pilot Rock (\$3 million).

Actually, that's only five of the 59 projects on the state list. Additionally, Measure 82 includes \$61.5 million more per year to cities and counties to help them catch up on maintenance and preservation of local roads. Every Oregon city and county gets a share. Every Oregonian will benefit from the work that will be done.

Fail to pass Measure 82 and Oregon drivers will suffer through

### M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N A N D M O R E C O N G E S T I O N

It's your choice. Is it worth \$3.75 per month to spend less time sitting in bumper to bumper traffic and more time at home with your family?

**Vote YES on Measure 82 for better roads and less congestion.**

*(This information furnished by Duncan Wyse and Michael Burrill, Citizens for Congestion Relief.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

**The Pacific Northwest Chapter of Associated Builders & Contractors urges you to VOTE YES on Measure 82.**

You should know that an independent study shoots down arguments against Measure 82. We support the following editorial that ran in *The Oregonian* January 29, 2000:

### TRUCKERS WOULD PAY THEIR SHARE

The AAA of Oregon/Idaho forced a vote on a nickel-a-gallon gas-tax increase because it claimed the proposal, which also would replace the state's unusual weight-mile tax on trucks with a diesel tax, would shift the tax burden from trucks to cars.

A new study convincingly rebuts the AAA's argument. In fact, the report by the respected Legislative Revenue Office found that heavy trucks would pay more than their share of road taxes if voters approve Measure 82 on the May 16 ballot.

AAA officials huffed that the study had to be wrong, because trucker organizations are prepared to spend millions of dollars in advertising to support Measure 82. In fact, truckers have long said they would be willing to pay somewhat more in taxes if they could get rid of the bookkeeping burdens of Oregon's weight-mile tax.

If the Legislative Revenue Office study is right, and no one has successfully attacked it yet, AAA is left with only two possible arguments against the gas-tax increase.

One is that large, out-of-state trucking firms may benefit from the shift from a weight-mile system to a diesel tax at the expense of smaller, in-state trucking companies. That may be true, but it's hard to see why that is any particular concern of AAA, or its members.

The other is that motorists in Oregon shouldn't be asked to pay for the better maintenance and wider, safer roads that the state requires.

And that's nothing more than an argument for a free ride.

**Learn the truth about Measure 82 by clicking on [www.fairfunding.org](http://www.fairfunding.org).**

**THEN CAST YOUR YES BALLOT FOR MEASURE 82!**

*(This information furnished by Anna Feerbolt, Interim Executive Director, Pacific Northwest Chapter of Associated Builders and Contractors.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

Ken Allen, American Federation of State, County and Municipal Employees

Tim Nesbitt, Oregon AFL-CIO

Bob Shiprack, Oregon Building and Construction Trades Council

**Oregon's working men and women support better roads and less congestion.**

### HERE ARE THE TOP REASONS TO SUPPORT MEASURE 82:

1. **We know what we're buying.** Unlike any previous gas tax plan, voters know the specific projects to be funded with the revenue raised by Measure 82.
2. **A \$600 million list of Measure 82 projects is waiting.** Work will get underway immediately to improve safety, ease congestion and improve traffic flow.
3. **Our safety is worth it.** Measure 82 will save lives through local projects that add passing lanes on busy roads, reconfigure intersections and improve railroad crossings to eliminate crashes with trains.
4. **It's fair.** Measure 82 raises fuel taxes to 29 cents per gallon for cars and trucks. A new weight-based registration fee on commercial trucks ensures heavy vehicles pay their fair share.
5. **Everyone hates congestion.** Measure 82 funds specific projects statewide to relieve congestion.
6. **Saving today means paying far more tomorrow.** For every dollar we don't spend today to maintain roads and bridges, we'll have to pay four to five dollars later in reconstruction costs.
7. **It's a good deal.** The most it would cost the average car owner is \$3.75 per month, or \$45 per year.
8. **Trucks should pay at the pumps just like we do.** Today, truckers report to the state how much THEY owe. Self-reporting taxes is bureaucratic and prone to evasion. Measure 82 makes trucks pay at the pump and cuts the red tape.
9. **We pay a hidden tax for bad roads.** Studies show the average Oregon driver pays \$132 per year in extra car repair costs because of driving on damaged roads.
10. **It's best to plan for the worst.** Measure 82 includes \$3 million per year for emergency repairs to weather-damaged roads and bridges, like those on the coast.

*(This information furnished by Ken Allen, American Federation of State, County and Municipal Employees; Bob Shiprack, Oregon Building and Construction Trades Council; Tim Nesbitt, Oregon AFL-CIO.)*

## ARGUMENT IN FAVOR

Oregon's roads are overburdened and suffer from old age. Measure 82 provides the revenue we need to get started **immediately** on **specific projects** that will **relieve congestion, improve safety and boost local road preservation and maintenance projects.**

**Traffic has never been worse.** The state's Progress Board gave Oregon an "F" for failing to adequately address congestion. Cities, counties and the state lack the funds to keep up with everyday maintenance needs.

**PLEASE VOTE YES ON 82  
FOR BETTER,  
SAFER ROADS AND  
LESS CONGESTION.**

Measure 82 includes \$600 million to be spent immediately on specific new highway and safety projects to ease congestion and improve traffic flow. It provides millions for safety projects, especially in corridors and at intersections where accidents and fatalities are high. And Measure 82 includes \$61.5 million more per year to help cities and counties catch up on maintenance and preservation of local roads.

Some have questioned if Measure 82 is fair. Consider the facts:

- **Measure 82 cracks down on truck tax evasion.** Today, truckers report to the state how much tax they owe. It's a bureaucratic mess that is prone to tax evasion and mistakes. Measure 82 makes truckers pay their taxes at the pump (just like us car drivers have done for 80 years!) and establishes weight-based registration fees, to **ensure the heaviest trucks pay more.**
- Thanks to the wise decision of Oregon voters last year, the Oregon Constitution requires cars and trucks to pay their fair and proportionate share. **Any tax shift from trucks to cars is UNCONSTITUTIONAL!**
- The Legislative Revenue Office concluded **that Measure 82 raises commercial truck taxes by \$245 million over the next six years** and said commercial trucks would pay \$72 million more than their fair share during the first two years.

Measure 82 is a fair way to provide the funds cities, counties and the state need to fix our roads and improve public safety.

**Please vote YES on 82!**

*(This information furnished by Scott Williams, President – 2000, Craig Honeyman, Executive Director, Associated General Contractors Oregon-Columbia Chapter.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

Bend Area Chamber of Commerce  
 North Clackamas Chamber of Commerce  
 Eugene Area Chamber of Commerce  
 Greater Hillsboro Chamber of Commerce  
 Newberg Area Chamber of Commerce  
 Portland Metropolitan Chamber of Commerce  
 Salem Area Chamber of Commerce  
 Woodburn Chamber of Commerce

**AS REPRESENTATIVES OF CHAMBERS OF COMMERCE FROM AROUND OREGON, WE ENCOURAGE YOU TO LEARN ALL YOU CAN ABOUT MEASURE 82.**

**THEN VOTE YES.**

You can explore Measure 82 at a helpful Internet site: [www.fairfunding.org](http://www.fairfunding.org). It offers detailed explanations of each project on the \$600 million list that will improve safety, relieve congestion and improve the flow of traffic throughout Oregon. It also shows how much each city and county receives from Measure 82 to address local road and bridge needs.

By clicking on [www.fairfunding.org](http://www.fairfunding.org), you can get answers to frequently asked questions, such as "How much will it cost?" (just \$3.75 per month for the average Oregon car owner). The site illustrates why all Oregonians will lose if Measure 82 fails (corridors and intersections where accidents and fatalities are high will continue to ruin lives).

You also can click on [www.fairfunding.org](http://www.fairfunding.org) for information about how Measure 82 makes sure trucks pay their fair share. Measure 82 makes truckers pay at the pump and enforces new weight-based registration fees on commercial trucks to make sure heavy trucks that cause the most damage pay more.

Did you know Measure 82 includes protections to ensure truckers don't get a break? Click on [www.fairfunding.org](http://www.fairfunding.org) to learn about the International Fuel Tax Agreement, which makes sure Oregon gets its share of diesel taxes if truckers fill up in another state then drive through Oregon. Oregon's constitution also guarantees that trucks pay their fair share and outlaws any break for truckers at the expense of other motorists.

Learn all you can. After you get the facts, you'll agree that Measure 82 is a great buy that Oregon can't pass up.

**Vote YES on 82.**

*(This information furnished by Dan Aberg, President, Greater Hillsboro Area Chamber of Commerce; Donald S. McClave, Portland Metropolitan Chamber of Commerce; Gary Peters, Bend Chamber of Commerce.)*

## ARGUMENT IN FAVOR

**Oregon Governor John Kitzhaber**

Oregon's roads are in trouble and it's time to fix the problem. Measure 82 is fair for all motorists and offers the fix we need. Please vote YES on 82.

Measure 82 increases vehicle taxes and fees on trucks and cars to fund road improvements and maintenance that will reduce congestion and improve safety. The Legislative Revenue Office indicates it would cost the average motorist \$3.75 per month, or \$45 per year, and commercial trucks will pay \$237 million more over the next six years.

It also creates a new diesel tax and increased weight-based fees on commercial trucks to reduce administrative burdens and tax evasion. Trucks will pay at the pump, just like the rest of us.

We're protected from trucks avoiding the diesel tax by refueling elsewhere by the International Fuel Tax Agreement. We'll still get the diesel taxes, regardless of where truckers fill up.

Measure 82 will fund hundreds of projects in every community across the state. It builds new roads, improves traffic flow and widens bridges, builds sidewalks and improves dangerous intersections. Unlike any previous gas tax plan, voters will know the specific problems to be solved and projects to be funded.

It funds a list of 59 state projects in virtually every part of Oregon. They will make it safer and easier to get to and from the coast. They'll improve the flow of traffic along I-5 in Medford, U.S. 395 near Pendleton, Barbur and Sandy Boulevards in Portland, Highway 97 in Redmond and much more.

The majority of Measure 82 funds are earmarked for local governments. The \$61.5 million per year that Measure 82 will provide cities and counties will help them catch up on maintenance and preservation of local roads.

We need to fix the problems on Oregon's troubled roads and bridges. Measure 82 is fair and offers our best hope for the future. Please join me in voting YES on 82.

*(This information furnished by John Kitzhaber, Governor.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

**Henry Hewitt**  
**Chairman**

### Oregon Transportation Commission

Measure 82 funds a \$600 million list of specifically identified high-priority projects that can't wait. It improves safety, eases congestion, provides for preservation and improves the flow of traffic.

**Please vote YES on 82.**

Measure 82 addresses growing congestion problems around Portland, Eugene and Bend by improving problem intersections and bottlenecks. The Measure makes it easier and safer to get to and from the Oregon coast by adding climbing lanes and beginning development work on a Newberg-Dundee bypass. Measure 82 improves a number of the interchanges along the I-5 corridor, including two terrible problem spots in Medford. It removes noisy, slow-moving trucks from several downtowns, including Astoria and Redmond.

And the list of 59 state projects is only part of the benefits.

Measure 82 also includes \$93 million a year for maintenance and preservation of the existing state and local road system.

The Measure includes \$3 million a year for emergency repairs to weather-damaged roads and bridges. The winter slides that severely hampered transportation along the coast exhausted the state's emergency budget.

It includes \$61.5 million more per year to cities and counties to help them catch up on maintenance and preservation of local roads. A survey of Oregon counties revealed that hundreds of county bridges throughout the state need repair. Thousands of miles of city and county streets are in poor condition and need attention now.

The Measure includes \$3 million a year for rural Eastern Oregon counties where timber receipts for local roads have been greatly diminished.

As chairman of the Oregon Transportation Commission, I urge your support of the projects and improvements Measure 82 will fund. They are worth every penny of the small amount per month the average car owner will pay (approximately \$3.75).

Oregon can't afford to delay. Please vote YES on 82.

*(This information furnished by Henry Hewitt, Oregon Transportation Commission.)*

## ARGUMENT IN FAVOR

Supporters of Measure 82 offer a solution for Oregon's most critical transportation problems. The Measure deserves your support. What does Measure 82 do?

**Specific projects.**

**Better roads.**

**Less congestion.**

**Safer streets.**

**Help for cities and counties.**

With Measure 82, we'll start work immediately on a \$600 million list of specific high-priority projects around the state that will relieve congestion and improve safety. With an additional \$61.5 million per year, we'll help every city and county in Oregon catch up on maintenance projects. We'll set aside \$3 million each year for emergency repairs to weather-damaged roads and bridges, such as the crippling coastal slides last winter.

Measure 82 would make truckers pay their fair share by requiring them to pay road taxes at the pump (just like we do!) and implementing new weight-based registration fees on commercial trucks, ensuring heavy trucks that cause the most damage pay more.

Supporters of Measure 82 have come together to make Oregon a better place to live at a cost of just \$3.75 per month for the average car owner (**trucks will pay \$245 million more over the next 6 years if Measure 82 passes than they would if it fails.**)

What solutions have the opponents of Measure 82 offered?

**Zero.**

**Zilch.**

**Goose egg.**

**Nothing.**

**Nada.**

Opponents of Measure 82 want you to continue sitting in traffic jams and swerving out of the way of potholes. They don't care that you have to risk life and limb every time you drive to the coast. They are oblivious to the fact that today's system of taxing truckers, which asks the **truckers themselves** to report to the state how much they should pay, is ridiculously bureaucratic and prone to evasion and mistakes.

They want to keep Oregon stuck in the mud.

Educate yourself by reviewing a list of projects in your area at [www.fairfunding.org](http://www.fairfunding.org).

**THEN CAST YOUR BALLOT FOR A BETTER OREGON  
WITH BETTER AND SAFER ROADS.**

**VOTE YES ON MEASURE 82!**

*(This information furnished by Mike Burton, Metro Executive Officer.)*

*(This space purchased for \$500 in accordance with ORS 251.255.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

### MEASURE 82 TREATS LOCAL TRANSPORTATION NEEDS AS A PRIORITY.

#### THAT'S WHY YOUR COUNTY'S ELECTED OFFICIALS ASK YOU TO VOTE YES ON MEASURE 82!

Dennis D. Doherty, Umatilla County Commissioner  
 Bill Hansell, Umatilla County Commissioner  
 Emile M. Holeman, Umatilla County Commissioner  
 John Howard, Union County Commissioner  
 Tim Josi, Tillamook County Commissioner  
 Don Lindly, Lincoln County Commissioner  
 John Mabrey, Wasco County Judge  
 Mike W. McArthur, Sherman County Judge  
 Steve McClure, Union County Commissioner  
 Laura M. Pryor, Gilliam County Judge  
 Dave Schmidt, Linn County Commissioner  
 Beverly Stein, Multnomah County Commissioner

#### Measure 82 funds will go to the highest priority projects at the local level in every single Oregon county.

Your counties know where the dangerous intersections are, what streets suffer the worst congestion and which roads and bridges are falling into disrepair.

Thousands of miles of county roads and well over 100 county bridges across the state are in poor condition and need immediate repair.

#### THAT'S WHY WE SUPPORT MEASURE 82.

It provides \$61.5 million more per year to cities and counties to help us catch up on maintenance and preservation of local roads. Here's the Measure 82 funds your county will receive over the next six years if it passes:

Baker: \$1,016,000	Lake: \$514,000
Benton: \$3,364,000	Lane: \$15,204,000
Clackamas: \$15,720,000	Lincoln: \$2,358,000
Clatsop: \$1,783,000	Linn: \$5,654,000
Columbia: \$2,523,000	Malheur: \$1,679,000
Coos: \$3,279,000	Marion: \$12,872,000
Crook: \$1,178,000	Morrow: \$602,000
Curry: \$1,348,000	Multnomah: \$28,282,000
Deschutes: \$6,285,000	Polk: \$2,698,000
Douglas: \$5,629,000	Sherman: \$158,000
Gilliam: \$162,000	Tillamook: \$1,428,000
Grant: \$527,000	Umatilla: \$3,780,000
Harney: \$460,000	Union: \$1,427,000
Hood River: \$1,149,000	Wallowa: \$506,000
Jackson: \$8,675,000	Wasco: \$1,313,000
Jefferson: \$934,000	Washington: \$17,123,000
Josephine: \$4,221,000	Wheeler: \$110,000
Klamath: \$3,624,000	Yamhill: \$3,978,000

Every county in Oregon plans to target Measure 82 funds toward local projects to maintain and repair roads, improve safety and relieve congestion. The funds will be especially helpful in corridors and at intersections where accidents and fatalities are high.

#### Our problems won't go away by themselves. Vote YES on 82 for a solution.

*(This information furnished by Steve McClure, Second Vice President, Association of Oregon Counties.)*

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## ARGUMENT IN FAVOR

### Oregon's Cities Urge You to Vote YES on 82

Susan Roberts, Mayor of Enterprise and Vice President, League of Oregon Cities and Lou Ogden, Mayor of Tualatin and Secretary, League of Oregon Cities

Are potholes driving you crazy and damaging your car? Are side streets that lead to your home getting so crowded that you're spending more time in your car and less time at home? These are problems every Oregon city faces. We can't keep up with the maintenance and repair needs of city streets and bridges.

That's why Mayors across Oregon and the League of Oregon Cities support Measure 82.

City and county officials from across the state helped draft Measure 82 and made sure **much of the money returns to local governments** to address local transportation needs.

We also made sure that the new taxes and fees paid by commercial trucks don't hurt car owners. Measure 82 increases truck taxes and fees by \$245 million over the next six years and makes trucks pay at the pump just like we do. Protections are in place to make sure interstate trucks that drive through Oregon pay their fair share no matter where they refuel – even if it's in another state.

Measure 82 provides \$24.6 million more per year to cities to help us catch up on maintenance and preservation of local roads. The Measure provides dollars for safety projects, especially in our so-called "blood alleys" – corridors and intersections where accidents and fatalities are high.

Every Oregon city, from the largest to the smallest, will receive Measure 82 funds. To see how much your city will receive as a result of Measure 82, go to [www.fairfunding.org](http://www.fairfunding.org).

The Measure will help your city address a growing backlog of problems. With the funds, we'll be able to repair hundreds of miles of city streets, improve pedestrian safety and make intersections safer.

We need Measure 82. Please vote YES.

*(This information furnished by Lou Ogden, League of Oregon Cities & Mayor of Tualatin; Susan Roberts, League of Oregon Cities.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

**As Metro Councilors, we feel it is important for you to understand why Measure 82 deserves your support.**

After a great deal of deliberation, the 1999 Legislature passed, and the Governor signed, the bill that you now are considering. Republicans and Democrats came together, recognizing that Oregon could not wait to fix its roads and bridges.

Measure 82 increases the gas tax and vehicle registration fees on cars and increases taxes on commercial trucks through a new diesel tax and weight-based registration fees. It ensures heavy trucks pay more to compensate for the damage they do and that the commercial truck class pays its fair share.

Regional transportation improvements are an essential element of the Metro 2040 Growth Concept. Nonetheless, funding for operation, maintenance and improvement of the Regional Transportation System is severely under-funded. The Oregon Legislature has not increased funding for transportation since the 1991 session, despite skyrocketing costs related to road repairs and improvements.

The consequences of continued under-funding include further deterioration of state and local roads, increased congestion and gridlock, and increasing safety hazards.

### MEASURE 82 OFFERS A SOLUTION.

Measure 82 includes \$600 million to be spent immediately on **specific new highway and safety projects to ease traffic congestion and improve the flow of traffic**, including \$190 million of improvements in the Metro region.

Additionally, every Metro's local partners will receive an additional \$29 million annually to address critical **local transportation needs**.

And **Measure 82 is fair**. It maintains equitable cost-responsibility between heavy and light vehicles. **It outlaws any unfair shift of road costs**.

If you support the Metro 2040 Growth Concept, support solving the region's growing congestion problems and support making roads safer for motorists, bicyclists and pedestrians, then you should support Measure 82.

### VOTE YES ON 82.

*(This information furnished by Councilor Ed Washington, Metro District 5; Councilor Rod Monroe, Metro District 6.)*

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## ARGUMENT IN FAVOR

### CENTRAL OREGONIANS FOR YES ON 82

As a representative of **transportation advocates in Central Oregon**, I **urge you to vote YES on Measure 82**. It provides millions of dollars to cities and counties throughout the region to help us catch up on maintenance and preservation of local roads.

Without Measure 82, our city and county streets will continue to deteriorate, causing more accidents and costing us even more in road repairs. Every dollar we fail to spend on maintenance of local roads today will cost us four to five dollars down the road in reconstruction and repair costs.

Here's what Central Oregon's local governments get over the next 6 years from Measure 82:

#### Counties

Crook: \$1,178,000  
 Deschutes: \$6,285,000  
 Gilliam: \$162,000  
 Jefferson: \$934,000  
 Klamath: \$3,624,000  
 Lake: \$514,000  
 Sherman: \$158,000  
 Wasco: \$1,313,000  
 Wheeler: \$110,000

#### Major Cities

Bend: \$2,502,000  
 Klamath Falls: \$900,000  
 Lakeview: \$134,000  
 Madras: \$255,000  
 Prineville: \$354,000  
 Redmond: \$636,000  
 The Dalles: \$599,000

Additionally, Deschutes County gets the following projects to improve safety, ease congestion and improve the traffic flow:

- A new truck route to remove trucks from downtown Redmond and provide travelers an alternate route to US 97.
- A new interchange where US 97 meets South Century Drive in Sunriver to improve traffic flow and make it safer to enter the northbound lanes.
- A new grade-separated railroad crossing and realignment of US 97/Highway 4 at mile post 165, significantly reducing the number of potential vehicle vs. train crashes.
- A two-lane section of Highway 126 will be widened to three lanes between 15th and 19th Streets in Redmond, reducing congestion.
- Passing lanes will be added to US 20/Highway 16 between mileposts 95.5 and 96.9 to reduce the urge to make unsafe passing maneuvers.
- A section of US 20/Highway 7 in Bend will be widened to four lanes and a median, bike lanes and sidewalks will be installed to improve the highway's overall efficiency and safety.

### CENTRAL OREGON SAYS VOTE YES ON 82!

*(This information furnished by Michael P. Hollern, Central Oregonians for Yes on 82 & Former Chair, Oregon Transportation Commission.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

Chris Tolke, Bar Seven A Trucking, Inc., Bend, Oregon  
Rick Williams, Central Oregon Trucking Co., Inc., Prineville

As trucking companies based in central Oregon who depend on roads and bridges to move everything from food to furniture from central Oregon to the rest of the state and country, we understand that we have to pay more to get more. That's why we support Measure 82 and urge you to mark your ballot YES.

Measure 82 raises fuel taxes and registration fees on trucks and cars to fund specific road projects. It institutes a new diesel tax on commercial trucks and adds weight-based registration fees to ensure that the heaviest trucks that cause the most damage continue to pay their fair share.

A study by the respected Legislative Revenue Office determined that commercial trucks will pay \$245 million more if Measure 82 passes than if it fails.

Truckers agree to pay our fair share for three reasons:

- Increasing congestion hampers our ability to transport goods on time. **Measure 82 includes \$600 million that will be spent immediately on specific projects to ease traffic congestion and improve traffic flow.**
- Oregon's roads are deteriorating, which increases dangers for everyone. **Measure 82 provides dollars for safety projects, especially in corridors and at intersections where accidents and fatalities are high.**
- The new diesel tax and weight-based registration fees replace the current system of taxing trucks, which is overly bureaucratic and mistake prone. **Truckers like us would gladly pay a bit more to pay our taxes at the pump and eliminate administrative headaches.**

Oregon will get its share of diesel taxes collected in other states if trucks fill up across the border then drive here. A federal law enacted almost a decade ago protects us all from tax evasion.

Everyone who uses Oregon's roads and bridges should be concerned about their condition. Measure 82 costs all motorists a little but buys us a lot.

### **VOTE YES ON 82!**

*(This information furnished by Rick A. Williams, General Manager, Central Oregon Truck Co. Inc.; Chris Tolke, Bar Seven A Trucking, Inc.)*

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# Measure No. 82

## ARGUMENT IN FAVOR

Lee Beyer, State Senator, Springfield  
Dan Gardner, State Representative, Portland  
Al King, State Representative, Mohawk Valley  
Jerry Krummel, Representative, Wilsonville  
Lane Shetterly, State Representative, Dallas

Measure 82 provides funds to **improve road safety and relieve congestion** through projects in every Oregon community. It also changes the way trucks are taxed.

Today, truckers report to Oregon how much they owe. It's a bureaucratic mess that makes tax evasion easy. Measure 82 institutes a diesel tax and weight-based registration fees so **truckers will pay at the pump just like we do.**

An existing federal law ensures that Oregon won't lose if truckers fill up elsewhere and drive on our roads. If trucks drive through Oregon, we get the diesel taxes other states collect.

Measure 82 is fair and protects car owners from paying more than their share. In fact, the highly respected and independent Legislative Revenue Office has determined that **Measure 82 gives car owners a break, not trucks.**

The official estimates of Measure 82 revenues show truckers' total share of road costs over the next six years – if Measure 82 passes – will be \$1.741 billion, but state revenues from truckers over that period will exceed \$1.808 billion, an overpayment of more than \$67 million.

### **THE STUDY SHOWS TRUCKERS WILL PAY \$245 MILLION MORE IF MEASURE 82 PASSES THAN IF IT FAILS.**

AAA also has claimed that big, out-of-state truckers will get a windfall. Official state data shows **that claim also is false.**

The LRO study found that interstate truckers (the 78,000-180,000 pound weight class) will overpay their share by more than \$8 million in the first year if Measure 82 passes.

Let's be honest. Measure 82 isn't about how trucks are taxed. The experts have determined that trucks will pay their fair share. Measure 82 is about paying just \$3.75 per month to relieve congestion and improve road safety.

### **Vote YES for fairness and better roads.**

*(This information furnished by Jerry Krummel, State Representative, District 27; Dan Gardner, State Representative, District 13; Al King, State Representative, District 44; State Senator Lee Beyer, District 21; Rep. Lane Shetterly, District 34.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN FAVOR

### COASTAL RESIDENTS FOR YES ON 82

Sharon Branstiter  
 Donald Barth  
 Alan Brown  
 Chris Chandler DiTorrice  
 Guy DiTorrice  
 Doug Roberts  
 Theresa Wisner

Whether you live near the Oregon coast or just like to visit occasionally, you should vote YES on Measure 82.

Specific projects funded by Measure 82 will make it easier and safer to get to and from the Oregon coast and will relieve congestion along U.S. 101. Unlike any previous gas tax plan, voters know the specific projects to be funded with revenue raised by Measure 82.

Measure 82 funds safety projects, especially in corridors and at intersections where accidents and fatalities are high. Here are some of the specific projects that already have been approved pending the passage of Measure 82.

- It starts the Newberg-Dundee Bypass and widens a portion of Highway 18, which makes the trip to the coast from the Portland metropolitan area less congested and more safe.
- It realigns U.S. 20 and adds climbing lanes in both directions between Newport and Corvallis. In recent years, several people have been killed on this road. The accident rate there was 50 percent higher than on comparable highways in 1997.
- It widens U.S. 101 to 4 lanes through Lincoln City to smooth traffic flow and offer room for bicyclists.
- It widens a section of Highway 42 between Coos Bay and Roseburg, an important corridor for transporting freight and supporting Southern Oregon's struggling economy.
- It improves intersections on U.S. 101 in Coos Bay, where traffic sometimes backs up for a mile or more.
- It includes \$3 million a year for emergency repairs to weather-damaged roads and bridges, such as the terrible slides that crippled the coast last winter.

The Oregon Transportation Commission has approved a list of 54 other projects in every part of Oregon. Look over a list of projects in your area at [www.fairfunding.org](http://www.fairfunding.org).

Please get informed about what Measure 82 really does and vote YES.

*(This information furnished by Donald L. Barth, Theresa Wisner, Sharon Branstiter, Alan Brown, Guy DiTorrice, Doug Roberts, Coastal Residents for Yes on 82; Chris Chandler DiTorrice, Economic Development Alliance of Lincoln County.)*

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## ARGUMENT IN FAVOR

### A Conservative Republican Leader Explains Why She Is Voting YES on Measure 82.

Wonder why a fiscally conservative Senator joined a majority of her colleagues to vote in favor of increasing funding for Oregon's transportation system? I generally do not support any tax increases. I have spent my careers reducing the size of government and returning as many tax dollars as possible to Oregonians.

#### However, I urge you to vote YES on Measure 82.

Measure 82 is part of a package of bills my committee adopted that make government more accountable and efficient.

**It's fair.** While the average car owner would pay an additional \$3.75 per month or \$45 per year, the respected Legislative Revenue Office says commercial truckers would pay \$245 million more over the next six years if Measure 82 passes than they would if it fails.

It forces government to be accountable. Unlike any previous gas tax plan, **voters will know the specific projects to be funded** with revenue raised by Measure 82.

- \$600 million will be spent immediately on specific new highway and safety projects to ease congestion and improve the flow of traffic (go to [www.fairfunding.org](http://www.fairfunding.org) to see projects in your area).
- \$61.5 million more per year goes to cities and counties to help them catch up on maintenance and preservation of local roads.
- \$3 million is set aside to provide a safety net in our Eastern Oregon counties.
- An additional \$3 million is earmarked for natural disasters, such as the recent mudslides on the coast.

And Measure 82 also **cuts waste.** By replacing the inefficient weight-mile system with a diesel fuel tax and weight-based registration fees for the trucking industry, **Measure 82 will reduce government spending by about \$20 million per year.**

**Help make transportation funding more accountable and efficient in Oregon.**

#### JOIN ME IN VOTING YES ON 82!

Senator Marilyn Shannon  
 Chair, Senate Transportation Committee

*(This information furnished by Senator Marilyn Shannon, Chair, Senate Transportation Committee.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

In 1947 the Oregon Legislature, in an almost unanimous bipartisan vote, adopted our Weight Mile Tax which forced the big trucking industry to pay their fair share of road use taxes. This tax was based upon the percentage of wear, tear and destruction of our highways caused by big trucks. The physics and mathematics of road wear have not changed over the 50 years since then.

I strongly suspect that this measure, which was opposed and referred by AAA, was passed by the legislature as the result of a combination of bill withholding and hopes for campaign funding by members of the Oregon Legislature. The industry compromised enough legislators so that a much needed increase in the gas tax was not permitted to pass unless the legislature caved in to the pressure of a small minority of legislative members who withheld their support, demanding that the measure include the repeal of the Weight Mile Tax.

The deal was complete. The legislature changed the election date and supporters made inaccurate representations about the effect of a constitutional amendment affecting the trucking industry, referred and passed in 1999.

If approved, 50 Million Dollars of highway support would be shifted from the wealthy and heavily subsidized multi state and multi national trucking industry to the backs of ordinary motorists like you and me.

This dealing by the legislature was reminiscent of the way wealthy men and big business controlled the Oregon Legislature before the adoption of Oregon's Initiative and Referendum System. In those days (before 1902) legislators were bought and sold like loads of logs. We must not let Oregon's legislative system be so corrupted again! We must not reward the abuse of power by the greedy trucking industry and favor seeking legislators!

Sincerely, Vern Cook, former State Senator and candidate for election to the State Senate, District 28. Contact me at (503) 665-8143, FAX 665-8145, E-Mail cookv@teleport.com and see Web Page at www.verncooklaw.com with your support.

*(This information furnished by Vern Cook.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

This organization has been serving the Greater Portland Metro Area since 1966. We build and maintain homes, apartments, warehouses, sewers, water lines, and appliances.

The current price of gasoline at our cardlock station is costing \$1.61 per gallon for gasoline and \$1.67 for diesel for our service trucks.

OPEC, composed of the Middle East Countries, North Sea, and South American countries, along with others, are not going to lower CRUDE OIL PRICES TO ACCOMMODATE POLITICAL CAMPAIGNS IN OREGON OR THE UNITED STATES.

The current proposed raise and change in our Highway Constitutional fuel taxes on gasoline and diesel as well as allowing your County to raise auto fees will result in INFLATIONARY COST TO MAINTAIN YOUR REFRIGERATOR, DISHWASHER, GARBAGE DISPOSAL, RANGE, MICRO WAVE, VENTED HOODS, RADIO, T.V., COMPUTERS, PLUMBING, ELECTRICAL, ROOFING, SEWER, AND WATER LINE CALLS.

If you want to lower your MAINTENANCE CALLS WE URGE YOU TO VOTE NO ON MEASURE 82. STOP INFLATION.

You will be paying twice for maintenance calls, as we CANNOT ABSORB ANY MORE COST FOR FUEL, DIESEL AND OIL FOR MAINTENANCE TRUCKS. You will be paying higher cost for maintenance, higher gas and diesel tax, plus an increase on your license fees from your County on your car or pickup.

YOU DECIDE IF YOU WANT TO CONTROL INFLATION BY VOTING NO ON MEASURE 82.

REMEMBER, OREGONIANS WOULD PAY ABOUT \$100 MILLION MORE A YEAR AT THE GAS PUMP AND INCREASED COUNTY REGISTRATION FEES VOTE NO ON MEASURE 82.

*(This information furnished by Clyde V. Brummell, Vice President, Home Builders Service Center, Inc.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### **COMMISSIONER SORENSON URGES**

#### **A "NO" VOTE ON MEASURE 82**

Dear Oregon Voter,

\* My name is Peter Sorenson and I live in Eugene. I'm an elected Lane County Commissioner and former elected Oregon State Senator. When I was in the Legislature I was a member of the Senate Transportation Committee. As a member of the Transportation Committee I participated in many hours of testimony on the funding of Oregon's roads and highways.

#### **There are five reasons I want you to join me in VOTING "NO" ON MEASURE 82.**

\* **Measure 82 costs Oregon too much.** It favors out of state industry over in state individuals. Large trucks, mostly from out of state will receive a tax break of almost \$50 million. While Oregon motorists will be hit with almost \$100 million in new taxes.

\* **Measure 82 will eliminate Oregon's 50-year-old weight-mile system,** which fairly charge trucks for the amount of damage they do to Oregon's roads.

\* **Both Nevada and Arizona have recently abandoned the weight-mile system and they have seen more damage to their roads** and less money coming from trucks to pay for their roads.

\* **Measure 82 continues a bad trend: subsidizing heavy trucks at the expense of our energy efficient railroads.** If we shipped more by rail there would be less congestion and death on our highways.

\* **Measure 82 promotes sprawl by allowing continued construction of more lanes of expensive freeways,** rather than focusing on repair and maintenance of existing roads.

For more information on this measure I want to personally invite you to contact me. I would be pleased to answer your questions or concerns. Please call me, Pete Sorenson, at 541-485-6726, email me at [sorenson@efn.org](mailto:sorenson@efn.org), or write me at P.O. Box 10836, Eugene, Oregon 97440.

Thanks,

**Peter Sorenson**

**P.S. This is the most recent of a long list of bad legislation favored by special interests. IT MUST BE DEFEATED.**

*(This information furnished by Peter Sorenson.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### **Concerned about our Environment? Vote NO on 82**

Measure 82 allows you to veto the Legislature's ill-conceived highway funding package. It is on the ballot because concerned citizens understand this is NOT the right way to fund roads and signed petitions to refer it to you. If Measure 82 passes, it will:

Eliminate the Weight-Mile Tax (WMT) on trucks in exchange for a diesel-fuel tax

Set up a \$600 Million "Slush Fund" exclusively for road and highway expansion

Raise the Gas Tax and Registration Fees

The WMT is one of the most accurate ways of charging trucks commensurate with the damage they cause, especially big trucks. A fuel tax relates very poorly to the amount of damage. That is why large, interstate trucking companies are so determined to eliminate this fair tax.

If 82 passes, Oregon motorists and local (especially small) truckers will subsidize big interstate trucks. Environmentally-sustainable transportation goals require the reduction of long-distance truck traffic in favor of putting those goods on RAIL, which is much better for the environment.

Oregon's WMT encourages lower axle loads, which DECREASE road damage and maintenance costs for Oregon taxpayers. Heavy dependence on the fuel tax will encourage trucks to utilize fewer axles, INCREASING road damage.

### **Insufficient Funding is NOT the Major Issue**

Some government officials argue that 82's Gas Tax increase is essential to maintain Oregon's transportation infrastructure. They imply that killing 82 works against sound transportation management. While not enough funds are allocated to maintain our road system, insufficient revenue is NOT the main reason.

Too much money is spent on adding expensive, major road capacity (adding lanes, expanding interchanges, building new highway segments). Even if additional revenue were needed, elimination of the WMT and the \$600M highway expansion fund will increase the cost of maintenance, while encouraging sprawl.

### **Vote NO on 82!**

For more information, contact **AORTA**, a non-profit, volunteer group dedicated to safe, environmentally-sustainable transportation, PO Box 2772, Portland, OR 97208

*(This information furnished by Dan L. McFarling, President, Association of Oregon Rail and Transit Advocates (AORTA).)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN OPPOSITION

As Governor of Oregon in the 1980's, charged with leading the state through the worst recession of the century, I witnessed fear on the faces of many hardworking Oregonians trying desperately to meet their tax obligations. Fortunately, Oregon's economy is very different for now. But that tax dollar – where it comes from and where it goes – remains every bit as precious.

**The right of the government to tax must always be matched by the right of the citizen to be taxed fairly. Measure 82 represents no such match. It proposes an excessive and unreasonable increase in fuel taxes. As a citizen of Oregon, as a former Governor of its people, I must reject Measure 82. It is neither sound nor fair and its passage will not help, but most certainly harm this state.**

Though a Governor's decision to veto legislation is often a difficult one, this "veto" is easy. It is based on sound economic principles and 26 years of experience in the legislative and executive branches of Oregon government. **That experience tells me that there is no valid reason for Oregon citizens to face the second highest gas tax in the nation.** Only after the Governor, the state agencies, and the Legislature have exhausted all possibilities for efficiencies, should the burden fall to the people.

**If we could avoid raising taxes in 1984, with counties facing bankruptcy and unemployment at record highs, then it can surely be done in the year 2000 in this remarkable era of prosperity.**

**I urge Oregonians to reject Measure 82. This is not good tax policy. And it is not good for Oregon.**

Governor Victor Atiyeh  
1979-1987

*(This information furnished by Governor Victor Atiyeh.)*

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## ARGUMENT IN OPPOSITION

I like to think of the 23,000 members of the Oregon State Grange as some of the best representatives of the "Oregon spirit" you'll find anywhere. We're a hardworking, independent group who has successfully strengthened Oregon's communities for 127 years. And when an issue comes along -- like Measure 82 -- that is clearly critical to our quality of life, we speak out.

**In short, Measure 82 is wrong.** Wrong for Oregon. And certainly wrong for the rural communities of this state where travel distance is key and every mile is money.

**Measure 82 not only gives the state the right to raise our gas taxes by 5 cents and our registration fees by \$10.00, it allows the counties to raise fees by another \$10.00 a year any time they want!** The impact on us all will be serious, particularly, for young families just starting out and senior citizens with fixed incomes.

**Measure 82 is an irresponsible, preposterous proposal.** As a rural Oregonian, as a voting citizen of this state, as the elected leader of the Oregon State Grange, I reject it and urge all Oregonians to do the same.

Thank you.

Edward L. Luttrell  
Master  
Oregon State Grange

*(This information furnished by Edward L. Luttrell, Oregon State Grange.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### OREGONIANS LOSE UNDER MEASURE 82.

As a state legislator, more than 1500 bills pass my desk every session. Some are well crafted and on target. Others, like HB 2082, now known as Measure 82, are clearly a mistake. As a long-time member of the Senate Transportation Committee, I understand transportation issues.

### Measure 82 is about winners and losers. And the LOSERS ARE OREGONIANS.

I understand the challenges Oregon faces with its roads and highways. I have worked for years to help develop fair transportation packages. Fair to motorists. Fair to small businesses. Fair to truckers of all sizes. **But Measure 82 is NOT fair.**

Moving from a weight-mile tax to a straight diesel tax will lead to an inefficient use of our highways. Oregon truckers who don't drive a lot of miles will be hit hard, while the heaviest trucks traveling the most miles will pay the least to maintain our roads.

**Oregon is known for having the fairest and most accurate truck-taxing system in the country. Even Congress is considering moving to the Oregon system for the federal taxing of trucks. Why should we fix what isn't broken?**

**There are other key reasons why I cannot support Measure 82. One, there will be less ability to properly audit under the diesel tax system. Two, evasion will increase as big truckers find ways -- as they have in other states -- to avoid Oregon's higher diesel tax and registration fees. And three, this legislation prohibits ODOT from requiring trucks carrying hazardous materials to have transponders to protect our environment and our citizens.**

**I urge Oregonians to vote NO on Measure 82. This legislation misses the mark by a mile.**

Senator Joan Dukes (D-Astoria)  
Oregon State Senate

*(This information furnished by Senator Joan Dukes.)*

*(This space purchased for \$500 in accordance with ORS 251.255.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

Ballot Measure 82 would end Oregon's long-standing tradition of weight-mile taxation for heavy trucks. We have conducted a revenue impact analysis and have concluded that under the new tax structure:

- **Total tax payments from light vehicles** (cars and trucks weighing 8,000 pounds or less) **would increase by \$456 million** during 1999-2005 (as compared to current law).
- **Total tax payments from heavy vehicles** (trucks weighing in excess of 8,000 pounds) **would fall short of cost responsibility** (the amount determined to be their fair share based on road damaged) **by almost \$205 million** during 1999-2005.
- Following full implementation, the **annual shortfall would be \$41 million from all heavy trucks and \$49 million from the heaviest trucks** (78,000 pounds or more).

Based on assumptions outlined in our report **Analysis of HB 2082-D (Ballot Measure 82) Revenue Impact Estimates** (which can be viewed at [www.gastaxes.com](http://www.gastaxes.com)), our analysis yields lower revenue estimates than those of the Oregon Legislative Revenue Office (LRO) for the following reasons:

- LRO assumes trucks will purchase 30 percent more fuel than needed for their travel in Oregon. Revenue difference – approximately \$17.9 million annually.
- LRO assumes no increase in evasion and avoidance of registration fees resulting from a 1400 percent increase. Very conservative estimates result in a \$13.7 million reduction in revenue.
- LRO assumes few heavy vehicles will qualify for the low-mileage exemption. Federal government data contradicts this assumption. Revenue difference – approximately \$5.4 million annually.
- LRO incorrectly switches methods of accounting and makes a variety of other assumptions that have varying effects over time.

**In short, Measure 82 would unfairly shift the transportation tax burden to automobiles and lighter trucks and would grant a significant subsidy to many of the heaviest trucks that do the most damage to the roads.**

Anthony Rufolo, Ph.D., Professor of Economics, Portland State University

Patrick Balducci, key analyst, 1999 Oregon Highway Cost Allocation Study

*(This information furnished by Anthony Rufolo, Ph.D., Patrick Balducci.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### Big trucking companies get a huge tax break with Measure 82.

We have had an opportunity to study the effect of eliminating Oregon's weight mile tax and replacing it with a diesel tax and registration fee increase under Ballot Measure 82. In our opinion, such a change would result in an unfair tax reduction for heavy long-haul trucks, especially those that operate primarily out-of-state and an unfair tax increase for local Oregon trucks that do not travel many miles and travel only in Oregon.

### Economic study shows significant tax shift with Measure 82.

Oregon's current tax structure for heavy trucks is part of a larger system designed to collect taxes from different road users according to their relative responsibility for roadway costs. Ballot measure 82 would eliminate the weight mile tax, altering the way heavy trucks are taxed which, in turn, leads to significant changes in the tax burden for different kinds of trucks. Specifically, taxes would be shifted away from high mileage heavy trucks, and from trucks that cross state lines as compared with trucks that travel only in Oregon.

**The structural tax changes called for in Ballot Measure 82 are unfair** in the sense that they don't collect from different classes of trucks based on the costs these trucks impose on the highway system. Moreover, these tax changes would lead to inefficient use of our highways.

**Under Ballot Measure 82, it is the heavier, high-mileage trucks that receive the tax break, and it is these trucks that do the most damage to our highways.**

Our opposition to Ballot Measure 82 derives from our belief that all vehicle classes should pay their fair shares of highway taxes. The influx of funds created by Ballot Measure 82 is not worth the cost of fairness to the system.

Thomas H. Hibbard, Ph.D., and Donald H. Negri, Ph.D.  
Professors of Economics, Willamette University

*(This information furnished by Thomas H. Hibbard, Ph.D., Donald H. Negri, Ph.D., Professors of Economics, Willamette University.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### Oregonians should not make the same mistake Nevada did.

I was the Director of the Nevada Department of Transportation 10 years ago, when Nevada made the same mistake that Oregonians are being asked to make on Measure 82. Learn a lesson from our mistake. Vote NO on Measure 82.

Like Oregon, Nevada had a weight mile tax for trucks. Like Oregon everybody paid their fair share. But then, like Oregon, our legislature listened to the claims of big interstate trucking companies. The big interstate truckers said that it was too onerous. They promised that they would pay their fair share under a diesel tax and a high registration fee. They promised to make up the difference if anything went wrong. They didn't.

**Since Nevada eliminated its weight mile tax, motorists and small businesses that operate trucks only in the state, have been heavily subsidizing large interstate trucking companies to the tune of almost \$168 million per year. Unlike Nevada, however, Oregonians have a choice.**

Oregonians have a tradition of doing things right. But it won't be Oregonians who are going to fund the \$4-5 million campaign used to convince you to vote for this change in truck taxes. That will all come from big out-of-state trucking firms who will all get a tremendous tax break and make you pick up the bill.

If you are inclined to support a gas tax increase, please understand that if you eliminate the weight mile tax, you will find yourself raising taxes in the future, just to keep up with the losses. That is the problem we are in here in Nevada, and now our roads are falling into disrepair as heavy trucks do more damage and pay less for it. Keep Oregon's highway taxes the way they are. It is an Oregon tradition worth keeping!

**Don't make the same mistake that we made. Vote NO on Measure 82.**

Garth Dull  
Former Director, Nevada Department of Transportation

*(This information furnished by Garth Dull, Former Director, Nevada Department of Transportation, 1986-95.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN OPPOSITION

### Measure 82 is not the way to pay for good roads.

Measure 82 is a huge tax bill created by the legislature, with lobbying pressure of national trucking interests. It was crafted to meet two goals:

1. Increase the amount of money for state and local governments.
2. Eliminate our 50-year-old weight-mile truck tax system to give big trucking companies a tax break.

### But the cost to Oregonians:

\* Measure 82 would force Oregon motorists to pay more than their fair share. **Oregon motorists would pay almost \$100 million MORE per year.**

\* Measure 82 would give huge tax breaks to out-of-state trucking companies. **Large trucking companies would pay about \$50 million LESS than their fair share per year.**

\* Oregonians already pay 24 cents per gallon in state gas taxes. Measure 82 would add an additional 5 cents per gallon, **making our gas taxes the second highest in the nation.**

\* Measure 82 would raise state vehicle registration fees. **And it gives counties the power to raise registration fees even higher -- without another vote of the people.**

\* Measure 82 sets a 29-cent state diesel tax, which would make Oregon diesel fuel costs higher than neighboring states. Long-haul truckers would probably buy their fuel in other states, **potentially leading to some diesel tax evasion.**

\* **Measure 82 raises vehicle registration fees for some Oregon-based trucks as much as 1400%.** But some other Oregon companies got exemptions for their trucks from the legislature.

Please visit our Web site at [www.gastaxes.com](http://www.gastaxes.com) for an in-depth study and more information about this unfair gas tax increase measure.

In a nutshell, Measure 82 has so many holes it won't work. Let's keep the fair system we have where everyone pays their fair share to have good roads.

### Vote NO on Measure 82 -- it's not the answer.

*(This information furnished by John Porter, Treasurer, Oregonians Against the Unfair Gas Tax Increase.)*

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## ARGUMENT IN OPPOSITION

### Measure 82 is a bad way to pay for roads.

Under Measure 82, my small Oregon business would get hit with a 60% increase in road taxes. That's another \$47,000 in taxes in fees. At the same time, Measure 82 would give long-haul trucking companies millions in tax breaks.

I believe in paying my fair share of taxes for the wear my trucks do to Oregon's roads. That's why I believe we should keep the system we have for taxing all large trucks in Oregon. The weight-mile tax system we have is fair and has worked well for over 50 years in getting heavy trucks to pay their fair share for the wear they do to our roads.

**What's unfair is Measure 82.** While my taxes and fees go up 60%, big, long-haul trucking companies would pay millions less than their cost responsible share of our road taxes. The top six long-haul trucking companies would cut their cost responsible share of Oregon road taxes by about \$6 million a year under Measure 82.

And speaking of unfair, don't believe for a moment that trucks and cars have to pay their fair share according to our Constitution. Measure 76 from last year simply leaves it up to the legislature to determine who pays what -- the same legislature that handed us this unfair tax bill called Measure 82.

**Small businesses like mine will be hit hard.** But there are only hundreds of small businesses to pick up some of the slack big trucking companies would get with Measure 82.

But there are lots of car and pickup drivers who will pay the \$100 million more in taxes and fees to pick up the difference.

**Don't buy this tax shift.** Let's all continue to pay our fair share. Let's keep the weight-mile truck tax we have. **Vote NO on Measure 82.**

Rick Franklin  
Lebanon

*(This information furnished by Rick Franklin, Rick Franklin Corporation.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN OPPOSITION

**Oregon AAA was compelled to take a stand against the legislature's unfair gas tax increase.**

Oregon AAA recommends a 'NO' vote on Measure 82 -- the controversial gas tax increase. It would unfairly force motorists to subsidize big trucks. That's why the long-haul trucking companies and their allies say they'll spend more than \$4 million in their campaign to promote this tax subsidy.

Here's what Oregonians should know about this unfair tax increase:

- \* **Measure 82 would force Oregon motorists to pay more than their fair share.** Oregon motorists would pay almost \$100 million more per year.
- \* **It would give huge tax breaks of about \$50 million a year to big trucking companies.**
- \* **Oregon motorists already pay 24 cents per gallon in state gas taxes** and another 18.4 cents in federal gas taxes. Measure 82 would add an additional 5 cents per gallon, making our gas tax the second highest in the nation.
- \* **Measure 82 would also raise state vehicle registration fees.** And it gives counties the power to raise these registration fees even higher -- without another vote of the people.

AAA commissioned two independent studies, which were conducted by respected Oregon university economists. **Both concluded that Measure 82 is unfair to Oregonians.**

For more than 95 years, AAA has supported good roads, but Measure 82 is not the answer. **Vote 'NO' on Measure 82, the unfair gas tax increase.**

Roger L. Graybeal  
AAA Oregon President

*(This information furnished by Roger Graybeal, AAA Oregon President.)*

## ARGUMENT IN OPPOSITION

"Measure 82, which would raise our state's gas tax to the second highest in the nation, is unfair and wrong. I urge all Oregonians to join me in voting NO on the gas tax."

Representative Jason A. Atkinson (R-Jacksonville)  
Oregon House of Representatives

*(This information furnished by Representative Jason Atkinson.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

Measure 82 is not the answer for our deteriorating roadways. It is like borrowing money for a new addition when you can not afford to fix your broken pipes and leaky roof.

Don't be fooled. Even ODOT's public affairs director said, "The legislature designed Measure 82 toward modernization. In terms of preservation or maintenance of the existing system, Measure 82 doesn't address that." (*Daily Journal of Commerce*, 3/7/00)

Measure 82 is also a double whammy that taxes Oregonians to accommodate population growth...then ensures higher taxes in the future by deferring maintenance. Deferring maintenance makes current budgets look good, but is not responsible when deterioration causes much higher repair bills in the future.

Worse, going into debt – and further mortgaging our children's future – requires interest payments that reduces funds needed to fix existing roads.

The measure has useful parts, but raising taxes to build more roads when we are not maintaining what we already have will frustrate gaining support to make things right in the future.

There is an alternative: Vote NO on Measure 82. Then tell your state and local representatives to develop a responsible user-pay system that does not put off what needs to be done today:

- First protect existing communities. Collect enough broad-based fuel taxes and registration fees to maintain the roads and bridges we all use.
- Second, make growth pay it's own way! System development charges and Local Improvement Districts could be used for many projects on the Measure 82 "wish list".
- Then use tolls or high occupancy lanes to increase capacity and relieve congestion on major highways.

If the user-pay approach makes sense to you, vote NO on 82.

If protecting existing communities rather than subsidizing growth makes sense to you, vote NO on 82.

*(This information furnished by Bill Atherton, Metro Councilor Dist. 2.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### Gas Taxes Are Too High Already

Oregonians currently pay one of the highest gas taxes in the entire nation. Motorists here pay a whopping 42.4 cents in gas taxes for every gallon of gas they buy (24 cents per gallon state gas tax, plus an additional 18.4 cents per gallon federal gas tax.)

Here's what 42.4 cents per gallon in gas means to you: **Every time a motorist with an average car pulls into a gas station and fills up the tank, he or she pays about \$7.00 in gas taxes.** \$7.00 every time we fill up! That's about 30 percent of the cost of the gas.

Think about it. All those cars. All those gas stations. All those tanks of gas. At \$7.00 per tank, the money just keeps pouring in. Bringing in hundreds of millions of dollars every year. Are we supposed to believe our cars do \$7.00 worth of damage to the roads with every tank of gas we use? Trucks maybe. Cars? No.

**Perhaps the most interesting fact about the current 42.4 cents per gallon gas tax is that the revenue it generates is growing dramatically every year.** More cars. More drivers. More gas tax revenue. Year after year.

But increasing the gas tax is not all Measure 82 would do. It also authorizes doubling our vehicle registration fee. Washington voters just voted to lower their vehicle registration fee, and we are being asked to double ours. **Perhaps if Measure 82 passes, Oregon drivers will start registering their cars in Washington to avoid paying higher registration fees, like Washingtonians used to do here.**

I'm not against paying gas taxes to maintain our roads. If more money was truly needed, I would be willing to pay it. But it's not. The current gas tax and vehicle registration fee are already bringing in more than enough revenue to maintain our roads.

### That's why I'm voting "No" on Measure 82.

*(This information furnished by Bill Sizemore, Oregon Taxpayers United.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN OPPOSITION

### FOLLOW THE MONEY TRAIL

There is a good reason why some in the trucking industry are pouring so much money into the slick campaign in support of Measure 82. Measure 82 will give them millions of dollars in tax breaks.

Sure, the Oregon Constitution requires trucks to pay their fair share. But that requirement applies to the trucking industry as a whole. Within that industry, though, small local trucking companies will see their taxes go up – as much as 570% for some – while some big out of state companies will see their taxes cut in half.

Now you might see a few Oregon trucking companies supporting Measure 82. That is because they negotiated special exemptions that shift the tax burden to others. Tow trucks, manufactured housing trucks, dump trucks, logging trucks, recycling and garbage trucks, and concrete trucks got exemptions worth at least \$30 million a year. The other Oregon trucking companies get to make up the difference.

“Oregonians for Fair Highway Taxes” and “Fair Funding for Better Roads” are just names made up by a group of truckers, bureaucrats, highway construction companies, and others who will financially benefit from Measure 82. The names are meant to make you believe that this effort to eliminate the weight mile tax comes from the grassroots in an effort to make things more fair. It is neither grassroots nor fair.

Do you really believe that trucking companies would spend tons of money to pass a tax increase on themselves just to avoid doing the paperwork involved in the current fair weight-mile system? No. There is just one reason why they want this measure to pass: It will save them money.

Meanwhile, we motorists will be paying 20% more.

*(This information furnished by Becky Miller, Oregon Taxpayers United.)*

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## ARGUMENT IN OPPOSITION

### EMPTY PROMISES

The sponsors of Measure 82 are promising new road and bridge improvements, if we voters will just increase gas taxes and vehicle registration fees. Sounds good until you read the fine print.

When you read the fine print, you find that the gas tax bill was written so that most of the increased gas tax revenue will disappear into the “black hole” known as ODOT, the Oregon Department of Transportation.

For example, Newberg/Dundee in Yamhill County will get the bypass they have been wanting for decades, right? Sounds like it, until you read the fine print. What they will get is another multi-million dollar study of the feasibility of a bypass. That’s right. Just another bypass study to add to the pile of other bypass studies that have been done already.

Another reason the promises of new road projects are nothing but promises is that a lawsuit has been filed by a land-use watchdog group, claiming that the list of proposed projects violates Oregon land use policy. Until that lawsuit (and any appeals) is resolved, we will not know whether the projects we are being promised would be allowed, even if ODOT was serious about building them.

Finally, why give more money to ODOT? The Oregon Department of Transportation is the most wasteful, inefficient department of state government. They are the last department that deserves more of our hard-earned tax dollars.

For example: Even though they haven't built 50 miles of new roads in the last ten years, ODOT employs one full-time, high salaried engineer for every eight miles of road in Oregon. And they still contract out engineering projects to private companies. Unbelievable!

At ODOT they study a lot of things. They build almost nothing. And when they do, it is usually a bike path or a park and ride facility for those riding buses and light rail.

Vote NO on Measure 82. It won't get you more roads – only higher taxes.

*(This information furnished by Kelli Highley, Oregon Taxpayers United.)*

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# Measure No. 82

## ARGUMENT IN OPPOSITION

### THE STATE DOESN'T NEED THE MONEY

This current budget cycle, the revenue flowing into the state's coffers increased by about a billion and a half dollars! That's an increase of about three to four times the rate of inflation. So why raise gas taxes 20.8 percent and double vehicle registration fees? Why increase the tax burden on the people of Oregon at a time when current revenue sources are producing a billion and a half dollars in additional revenue every two years?

If more money was needed to maintain our highway system, why didn't the legislature dedicate some of the huge increase in income tax revenue to roads, rather than increase gas taxes and vehicle registration fees? With our gas tax already one of the highest in the nation, why place an unnecessary burden on all those folks who have to drive to work or drive the kids to school every day?

Before you vote on Measure 82, consider this: If the growth of funding for schools, parks, prisons, and all other state programs had been increased at the rate of inflation, there would have been hundreds of millions of dollars left over to spend on roads without increasing gas taxes or registration fees.

But the governor and the state legislature would not limit the growth of the state bureaucracy. Instead they increased agency budgets at three times, four times, and even five times the rate of inflation. Because they couldn't control their spending habits, the rest of us have to pay more gas taxes at the pump and twice as much every time we register our cars.

Don't be fooled by all those clever ads paid for by the trucking companies and contractors who stand to gain financially from Measure 82. Don't vote to increase taxes and vehicle registration fees by hundreds of millions of dollars when state spending is so out of control and the state is flush with cash.

*(This information furnished by Bill Sizemore, Oregon Taxpayers United.)*

# Measure No. 82

## ARGUMENT IN OPPOSITION

### DON'T APPROVE THIS COSTLY TAX INCREASE

Now is not the time to increase gas taxes, when gas prices have already climbed so high and are expected to keep rising through the summer. It's a regressive tax that is bad for consumers.

More than many industrialized nations, American commerce depends upon stable transportation costs, especially for roads. And that is why the increase in fuel prices over the past several months is so dangerous. The more trucking companies must pay to transport goods, the more those goods will cost consumers, and the less money Americans will have for other needs.

Gasoline taxes have been rising steadily for the past two decades. Oregon saw a burst of gas tax increases several years ago that doubled gas taxes. Over the last ten years, state and federal gas taxes combined have risen by nearly 50% to 42.4 cents per gallon in Oregon. That doesn't even include local gas taxes charged by cities and counties.

Taxpayer groups around the country are calling for a reduction in the federal gas tax, in part because the tax is so regressive. A recent study by the Tax Foundation showed that these kinds of taxes are five times more burdensome for lower-income households than they are for wealthy households.

The same should be done in Oregon, where the poorest Oregonians – who also have to drive to work, shop, play, and visit their doctors – will pay an ever greater percentage of their incomes to do so.

Increasing the gas tax in Oregon will hurt consumers, businesses, and taxpayers – especially low-income taxpayers. That isn't right. Vote NO on Measure 82.

*(This information furnished by John Berthoud, Ph.D., President, National Taxpayers Union.)*

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# Measure No. 82

# Measure No. 82

## ARGUMENT IN OPPOSITION

### THE LEGISLATURE SOLD US OUT TO THE OUT-OF-STATE TRUCKERS

With so much money pouring in from Oregon's gas tax, one of the highest in the entire nation, why do the legislators in Salem want you and me to pay more at the pump? Is it because the Oregon Department of Transportation doesn't have enough money to maintain our highway system? Hardly. Revenue from the existing gas tax is way up.

Measure 82 is not even about building and maintaining roads.

**Measure 82 is about the ability of lobbyists to get the Legislature to do their bidding.** It's about back room deals and trades.

The reason the state Legislature approved a whopping 20.8 percent increase in the gas tax and a 100 percent increase in our vehicle registration fee is because they were lobbied to do so by the powerful trucking industry. The trucking industry wanted to get rid of Oregon's weight/mile system that charges trucks based on their weight and the number of miles they travel on Oregon roads.

The truckers wanted to replace the weight/mile system with one that charges them a diesel tax instead. The 20.8 percent gas tax increase and 100 percent vehicle registration fee increase were just part of the deal. **The truckers agreed to support a gas tax increase if the Legislature would get rid of the truckers' weight/mile tax.**

Those of us who drive cars and buy gas were merely pawns in the negotiations between the politicians who wanted more money and the lobbyists for the trucking industry who were paid to get rid of the weight/mile tax.

There are two sides to the weight/mile debate. The current weight/mile system is fair, but is extremely awkward and burdensome for truckers. The paperwork requirements truckers face are enormous.

**But there is no justification for increasing gas taxes and registration fees on the rest of us, just so the truckers can get rid of a weight/mile system they don't like.**

*(This information furnished by Stuart Miller, Oregon Taxpayers United.)*

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## ARGUMENT IN OPPOSITION

Fellow Oregonians:

I believe each of us who use our roadways have an obligation to help pay for their creation and maintenance. That is not at issue. What is at issue is a \$600 million tax increase, and one that hurts lower income people significantly more than it does those of higher income.

Some will say we have not increased gas taxes in many years. They forget to mention prior to that time we had tax increases nine consecutive years that raised the tax more than 100%.

They will not tell you the department receiving this \$600 million budget increase already has a staff bloated with excessive numbers of designers and engineers. This is a jobs bill, plain and simple. Moreover, it comes during the longest economic expansion in U.S. history, when we will pay top dollar to have these projects completed.

You might ask, how did the Oregon Legislature pass this measure? It might be helpful to get an inside look at the process. Tax measures typically move through the Revenue committees of both the House and the Senate. They also receive scrutiny from substantive committees, in this case the Transportation committees. This gas tax package, however, took a different route.

Following the votes in the House, not only did one of the largest tax increases in Oregon history not pass through the Senate Revenue committee (of which I was vice-chairman), members of the Senate Transportation committee were removed and replaced in order to have enough votes to get the bill to the Senate floor.

In Oregon we pride ourselves on doing things above board, not sleazy backroom politics just to keep big business and the labor unions happy.

Send a resounding voice of disapproval to your elected officials reminding them their obligation is to serve the people of this state, not the special interests. Vote NO on Measure 82.

Senator Thomas Wilde

*(This information furnished by Senator Thomas Wilde.)*

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## Duties and Responsibilities of Democratic Precinct Committeepersons

### A message from Democratic Party of Oregon Chair Jim Edmunson.

Do you want to make a difference in your community? Do you want government to be more responsive to average citizens and less influenced by big money interests? Are you concerned about the steady decline in voter participation or the increasing apathy of younger voters? Do you believe we all have some responsibility in shaping sound public for Oregon's future?

If you answer **YES** to any of these questions, then being a **Democratic Precinct Committeeperson** is the most important thing you can do this election cycle. I invite you to join me as a proud shareholder of the most successful political party in America!

As a precinct leader, you have the power to effect change. You play an instrumental role in carrying the Democratic message directly to voters, you keep our candidates informed on local issues, and your hard work is the difference in close races. Together as **Democrats**, we will make **Majority 2000** a reality and return responsible leadership to Congress and the Oregon Legislature.

This year our precinct leaders are charged with a special mission to reach out beyond Democratic voters. In the **May 16, 2000 Primary**, the Democratic Party of Oregon has invited all non-affiliated voters (NAVs) to participate. These voters do not currently belong to any political party organization, but represent a vital segment of Oregon's electorate. We need to aggressively educate and encourage these voters to vote Democratic!

There is no more powerful political force than the voice of a citizen. You are the reason Oregon is a special place. It is not enough to be willing to defend liberty – we must fight to win it, again and again. We must rage at injustice and never sit idle when ignorance threatens freedom.

On behalf of the Democratic Party of Oregon, thank you for your interest, I applaud your dedication, and I look forward to working together as we march to victory in November!

Respectfully,

Jim Edmunson, Chair

### Precinct Committeeperson Requirements:

1. Be a registered to vote as a Democrat.
2. File a *Statement of Candidacy* with your county elections office or attend your local Democratic County Central Committee to request an appointment.
3. Represent the precinct you live in, or one adjacent to it.
4. Serve a two-year term.
5. Once on the ballot, you must receive at least 3 votes to be elected.

### Opportunity and Privileges:

1. Serve as a delegate to the Congressional District Convention, State Convention and the Democratic National Convention.
2. Be an automatic voting member of your county Central Committee.
3. Represent the Democratic Party to your neighbors, and represent voters' interest to the party.
4. Serve as an elector when vacancies occur for State Democratic office holders in an unfinished term of office.
5. Participate in the open elections at the county reorganization meetings.
6. Participate in the State Platform Convention.
7. Canvass your precinct for Democratic candidates.
8. Register and turnout voters in your precinct.

### A New Democratic Agenda For the 21st Century:

- Ensure high quality education for all Oregon children
- Affordable comprehensive health care, which is accessible to all.
- A resource management program that provides for a robust economy and a healthy environment.
- A discrimination-free society.
- A fair, progressive tax system for all individuals and corporations.
- An economy that supports family-wage jobs, access to child care, incentives for small business, and programs that promote a skilled and educated work force.

For more information contact:

**Democratic Party of Oregon**, 4445 SW Barbur Blvd., Suite 105, Portland, OR 97201

Phone: (503) 224-8200, Fax: (503) 224-5335

Please visit our Website at [www.dpo.org](http://www.dpo.org)

*(This information furnished by the Democratic Party of Oregon.)*

# United States President



**AL  
GORE**

**Democrat**

**OCCUPATION:** Vice President of the United States

**OCCUPATIONAL BACKGROUND:** Vice President of the United States, 1992-Present; United States Senator, Tennessee 1984-92; United States House of Representatives, Tennessee 1976-84; Reporter, *The Nashville Tennessean*, 1973-76; United States Army, 1969-71 (Vietnam)

States House of Representatives, Tennessee 1976-84; Reporter, *The Nashville Tennessean*, 1973-76; United States Army, 1969-71 (Vietnam)

**EDUCATIONAL BACKGROUND:** I graduated from Harvard in 1969 with a B.A. in Government. After graduating, I enlisted in the United States Army. I returned and attended Vanderbilt School of Religion (1971-72) and Vanderbilt School of Law (1974-76).

**PRIOR GOVERNMENTAL EXPERIENCE:** Vice President of the United States, 1992-Present; United States Senator, 1984-92; United States House of Representatives, 1976-84; United States Army, 1969-71 (Vietnam)

To the Citizens of Oregon:

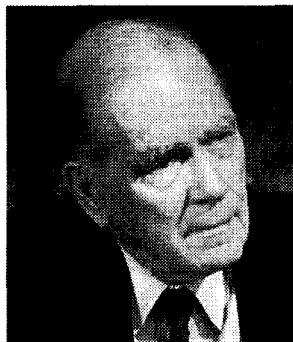
Over the past seven years, America has seen an extraordinary period of economic growth. Our success is the result of the hard work of the American people, together with the right policies by government – pursuing fiscal discipline while investing in our people. I want to be your president to continue and expand that winning formula to benefit all Americans. As president I will:

- Continue the nation's economic growth with low unemployment and inflation rates, preserve Social Security and pay off the national debt by 2013 to keep interest rates down;
- Bring revolutionary improvements to our public schools, including universal preschool, more and better-trained teachers, greater school accountability, improved school buildings and technology and helping families save for higher education;
- Expand health care step-by-step, starting with children and their working parents, expanding the tax deduction for private health insurance premiums, preserving Medicaid and strengthening Medicare with a prescription drug benefit;
- Protect our environment and promote livable communities;
- Support development of high technology and bridge the "digital divide"; and
- Strengthen our national defense through prudent spending increases for military readiness, advanced weapons systems, and quality of life benefits.

With your help, we can make an America that is not just better off, but better in every way. I ask you for your support.

*(This information furnished by Gore 2000.)*

# United States President



**LYNDON H.  
LAROCHE, JR.**

**Democrat**

**OCCUPATION:** Economist; Founder & Contributing Editor, *Executive Intelligence Review*.

**OCCUPATIONAL BACKGROUND:** Management Consultant, Economist 1947-48, 1952-72; Founder: (1974)

*Executive Intelligence Review* magazine; Co-Founder: (1975) Fusion Energy Foundation; Member, Schiller Institute

**EDUCATIONAL BACKGROUND:** Rochester, NH and Lynn, MA public schools; attended Northeastern University 1940-42 and 1946-47.

**PRIOR GOVERNMENTAL EXPERIENCE:** None.

Lyndon H. LaRouche has emerged as one of the most controversial international political figure of his time.

His work as an economist has always intersected a commitment to "a just new world economic order:" the urgency of affording developing sector nations their full rights to perfect national sovereignty, and to access to the improvement of their educational systems and economies through employment of the most advanced science and technology. He continues U.S. President Franklin Roosevelt's quarrel with the policies of the British Empire on these same issues.

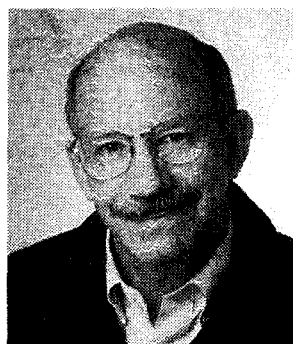
LaRouche's domestic and foreign economic policy is aligned with the tradition of the "American System of political economy:" the policies of Benjamin Franklin, Alexander Hamilton, and Abraham Lincoln. He has always supported policies associated with that tradition's emphasis upon fostering investment in scientific and technological progress, and the development of basic economic infrastructure to the benefit of all.

LaRouche has warned of the virtual inevitability of a long-term, downward slide into a global financial and monetary crisis unless certain specific types of changes in economic, financial, and social policies were introduced.

LaRouche's remedy: a) a return to the best features of the Bretton Woods system; b) the general replacement of central banking by the kind of national banking Treasury Secretary Alexander Hamilton attributed to the U.S. Constitution's implications; c) a just new world economic order as a new quality of partnership among sovereign nation-states; d) emphasis on large scale development of basic economic infrastructure, adequate food-supplies, and fostering of growth of per-capita productivity through investment in scientific and technological progress.

*(This information furnished by LaRouche's Committee for a New Bretton Woods.)*

## Representative in Congress 4th District



**PETER A.  
DEFAZIO**

**Democrat**

**OCCUPATION:** US Representative

**OCCUPATIONAL BACKGROUND:** Lane County Commissioner, Aide to Congressman Jim Weaver, Assistant Director Senior

Companion Program, US Air Force Reserve

**EDUCATIONAL BACKGROUND:** Tufts University, BA; University of Oregon, MA

**PRIOR GOVERNMENTAL EXPERIENCE:** CHAIR, LANE COUNTY COMMISSION

**CONGRESSIONAL PAY RAISES – NO! SCHOLARSHIPS – YES!**

"DeFazio turns down Congress' pay raise – DeFazio's action example to the rest of US Congress."

*Umpqua Free Press 7/22/99*

Among DeFazio's proudest accomplishments is the \$165,000 he has given to fund scholarships in Oregon, and reduce national debt.

**WTO – NO! FAIR TRADE – YES!**

"DeFazio has been a leader in fighting trade policies that have failed our nation."

Congressman Richard Gephardt and Congressman David Bonior 10/17/98 *Register-Guard*

"We applaud [DeFazio's] leadership in fighting trade policies and fast track legislation that are, at the core, anti-labor and anti-environment."

*Eugene Weekly, 10/28/98*

**BOLSTER SOCIAL SECURITY – REIGN IN PRESCRIPTION DRUG COSTS**

"DeFazio seeks to shore up Social Security"  
*Oregonian 6/9/99*

"DeFazio attacks Drug Pricing"  
*Democrat-Herald, 8/9/99*

Peter is pushing Congress to save future budget surpluses to protect Social Security for present and future generations. He took on the big pharmaceutical companies over price gouging.

**PROTECTING THE ENVIRONMENT**

"While others play politics with the environment, Rep. DeFazio votes to protect it." "We could use more courageous leaders like him in Congress, legislators who put the health and well-being of our families, communities and our future first."

Deb Callahan, President League of Conservation Voters 10/14/98

**PROTECTING CONSUMERS – FIGHTING TO SOLVE PROBLEMS**

"Timber funding plan is best we could hope for – DeFazio brokers bill that would increase funding to timber dependent counties."

*News-Review, 11/7/99*

"DeFazio Battling Electric Deregulation"  
*Register-Guard, 3/30/99*

"DeFazio Offers Teen Violence Legislation"  
*Register-Guard, 5/7/99*

"DeFazio Blasts Cable Rate Hikes"  
*Courier, 8/13/98*

"DeFazio Backs Health Bill for Local Hospital"  
*Sentinel, 3/31/99*

"[DeFazio] has demonstrated a steadfast commitment to peace and justice, voting against wasteful military spending, military support for dictators, and against Star Wars and nuclear weapons."

Gordon Clark, Exec. Dir. Peace Action Education Fund, 2/25/00

*(This information furnished by DeFazio for Congress.)*

## Representative in Congress 5th District



**DARLENE  
HOOLEY**

**Democrat**

**OCCUPATION:** US Representative

**OCCUPATIONAL BACKGROUND:** High school teacher, Woodburn and Gervais schools

**EDUCATIONAL BACKGROUND:** Oregon State University, B.S.

**PRIOR GOVERNMENTAL EXPERIENCE:** West Linn City Councilor, 1977-1980; State Representative, 1981-1987; Clackamas County Commissioner 1987-1996; US Representative 1997-Present

Family: Adult children, Erin and Chad

**Message from Darlene Hooley**

"I first ran for Congress because I was angry about the partisan fighting. It seemed like average Oregonians no longer had a voice demanding common sense and fighting for things we all care about, like improving the quality of education, keeping our communities safe, and protecting Social Security. While it hasn't always been easy, I'm proud to say that I have given Oregon a voice."

**Standing Up for Our Seniors**

- Fighting to keep our promises to our seniors by using the surplus to keep Social Security solvent
  - Insisting on fair, affordable pricing for prescription drugs
- "When it comes to fighting for lower prescription drug prices and saving Social Security, Oregonians have no better friend than Darlene Hooley."**

Wilma Gritton

Oregon State Council of Senior Citizens

**Building a Stronger Education System**

- Working to lower class sizes and provide up to date textbooks for our students
  - Championing affordable college and job-training
- "As a former teacher, Darlene Hooley wants what's best for Oregon's children: well trained teachers, updated learning materials, adequate funding, and lower class sizes."**

Dave Bertholf

Oregon Teacher of the Year

**Making Communities Stronger**

- Securing funding for local police officers, equipment, and emergency response centers
- Supporting after-school programs to keep juveniles active at a time when they are most likely to get into trouble

**"Darlene Hooley has helped give communities the tools they need to be safe and prosperous places for families and businesses."**

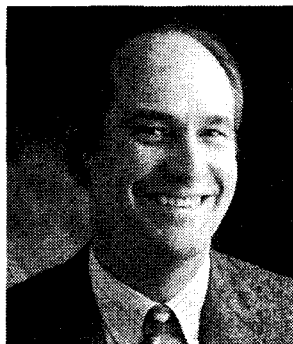
Ris Bradshaw

Clackamas County Sheriff

**Darlene Hooley: She Gets It, and Gets It Done!**

*(This information furnished by Darlene Hooley for Congress Committee.)*

# Secretary of State



**BILL  
BRADBURY**

**Democrat**

**OCCUPATION:** Secretary of State

**OCCUPATIONAL BACKGROUND:** Executive Director of the diverse coalition, For the Sake of the Salmon; television journalist; business

owner of a restaurant and a video production company

**EDUCATIONAL BACKGROUND:** graduate of University of Chicago High School; attended Antioch College

**PRIOR GOVERNMENTAL EXPERIENCE:** Senate President 1993-1995; Senate Majority Leader 1987-1992; State Senator 1985-1995; State Representative 1981-1985

**Bill Bradbury  
Oregon's Secretary of State**

A PROVEN OREGON LEADER

**Experienced and Knowledgeable**

Secretary of State Bill Bradbury is a hands-on state executive who served Oregonians for 14 years in the Legislature.

**Accountable and a Person of Integrity**

"a political pro with a lot of integrity" *The Oregonian* (October 3, 1999)

**Objective and Unbiased**

Bill built consensus at the Legislature and brought divergent views together at For the Sake of the Salmon. He's "a quintessential consensus builder." *The Oregonian* (January 17, 1993).

A PLAN FOR BETTER, SMARTER STATE GOVERNMENT

**Promoting Efficiency and Performance**

As chief auditor of Oregon, Bill ensures that your tax dollars are not wasted. He rewards performance and demands improvement where needed.

**Fair and Honest Elections**

Bill takes a nonpartisan approach to Oregon elections -- candidates and initiatives alike. He strives to get young people to participate in Oregon's democracy.

**Responsible Land Management**

As 1 of 3 members of the State Land Board, Bill fights to protect Oregon's natural heritage.

A PUBLIC SERVANT OREGONIANS CAN TRUST

Bill Bradbury has spent most of his adult life addressing issues facing Oregonians. He was the chief architect of legislation creating: the Salmon and Trout Enhancement Program (STEP); Small Business Development Centers at Community Colleges; Oregon's Ocean Plan; and the Wood Products Competitiveness Commission. Bill is energetic and gets things done.

He has been married 13 years and has two grown daughters.

"Bill Bradbury is an experienced, fair and effective leader. Oregonians can count on him to be a strong and sensible voice in state government." - Governor John Kitzhaber

**Find Bill on the Web at [www.bradbury2000.com](http://www.bradbury2000.com).**

*(This information furnished by Friends of Bill Bradbury.)*



# State Treasurer



**GARY BRUEBAKER**

**Democrat**

**OCCUPATION:** Oregon Deputy State Treasurer

**OCCUPATIONAL BACKGROUND:** Certified Public Accountant, Certified Cash Manager, Chartered

Financial Analyst.

**EDUCATIONAL BACKGROUND:** MBA, University of Oregon; Bachelor of Science in Business Administration, Oregon State University.

**PRIOR GOVERNMENTAL EXPERIENCE:** Director of Cash Management, Treasury; Controller, Housing Department; Senior Auditor, Oregon Audits Division.

**GARY BRUEBAKER...The Skills and Qualifications You Trust to Manage Your Family's Finances:**

- 22 years of financial management experience
- Certified Public Accountant
- Deputy State Treasurer for seven years
- Certified Cash Manager

**GARY BRUEBAKER...A Proven Record Managing the State's \$49 Billion Investment Portfolio:**

- Increased investments 111%, up \$25 billion in 7 years.
- Decreased State Debt \$1.5 billion, saving Oregon millions.
- Improved state's credit rating to best in two decades.
- Increasing school funding \$24 million this year through Common School Fund.

Gary Bruebaker is a professional financial manager who knows how to manage, save and invest our tax dollars...not a politician who spends your tax dollars.

**Gary Bruebaker is Endorsed by State Treasurer Jim Hill and Most of Oregon's County Treasurers.**

"With his background in financial management, Gary Bruebaker has the experience I trust to manage Oregon's \$49 billion investment portfolio. That's why I endorse Gary Bruebaker for State Treasurer."

State Treasurer Jim Hill

**GARY BRUEBAKER...Solving School Funding Problems**

Under Bruebaker's leadership, Treasury:

- Put more dollars into the classroom by increasing Common School Fund 250%.
- Saves taxpayers hundreds of thousands in property taxes through the School Bond Guaranty Program.
- Implementing program giving tax breaks to parents saving for their children's college education.

**GARY BRUEBAKER...Supporting Oregon Seniors**

As Treasurer, Bruebaker will:

- Expand programs to educate Oregonians how to save for retirement.
- Establish task force to help seniors and public avoid financial scams.
- Work to protect Social Security benefits.
- Cut government waste through cash management audits.

**VOTE GARY BRUEBAKER FOR STATE TREASURER**  
Elect an Experienced Finance Professional to Take Care of Your Tax Dollars.

(This information furnished by Bruebaker for State Treasurer Committee.)

# State Treasurer



**RANDALL EDWARDS**

**Democrat**

**OCCUPATION:** Small Business Owner, Oregon State Representative

**OCCUPATIONAL BACKGROUND:** Oregon State Treasury, Director of Policy

and Communications

**EDUCATIONAL BACKGROUND:** Master of Business Administration, George Washington University; BA, Economics

**PRIOR GOVERNMENTAL EXPERIENCE:** Vice Chairman, Oregon State Debt Advisory Commission; Oregon State Representative, Revenue Committee, Special Committee on School Finance; U.S. Commerce Dept., Analyst; Congressional Aide

Personal: Married, father of three children

**"Randall Edwards is without question the best qualified candidate for Treasurer. He has the financial background for the job plus a strong record of fighting for values we share, working effectively for better-funded schools, seniors and families. I'm proud to support him."**

--former Governor BARBARA ROBERTS

**Randall Edwards: A Financial Leader**

As State Representative and Treasury Policy Director, Edwards has already made the Treasurer's office work for Oregonians:

- Edwards' bill reducing bond interest for school districts will save taxpayers \$69 million.
- Edwards managed the Oregon Retirement Task Force, helping Oregonians find ways to save for retirement.
- Edwards created Oregon's new College Savings Plan, using the Treasury to allow Oregonians to save \$2,000 a year for college, tax-deferred.

**"Randall Edwards has a reputation as a sound financial manager. He will wisely invest our tax dollars."**

--Pamela Leavitt, VP-Oregon Credit Union League

**Randall Edwards: Fighting For Our Priorities**

Edwards tackles issues we care about:

- Edwards is a champion for better-funded schools. He sponsored legislation requiring school district audits to put cost savings into classrooms.
- Edwards will continue his fight to lower property taxes for seniors.
- Edwards will invest state pension money in the safest and most prudent way.

**"Randall Edwards' work on pensions and property taxes has earned him the support of Oregon seniors"**

--Doug Ellis, Oregon State Council of Senior Citizens

**WE ENDORSE RANDALL EDWARDS (partial list)**

former Congresswoman **Elizabeth Furse**  
former Secretary of State **Phil Keisling**  
State Senators **Susan Castillo** (D-Eugene)  
State Senator **Tony Corcoran** (D)

**OPEU** (supporting endorsement through the Oregon State Council of SEIU)

(This information furnished by Randall Edwards.)

# Attorney General



**HARDY MYERS**

**Democrat**

**OCCUPATION:** Attorney General

**OCCUPATIONAL BACKGROUND:** Attorney

**EDUCATIONAL BACKGROUND:** Bend,

Prineville schools; University of Mississippi; University of Oregon Law School

**PRIOR GOVERNMENTAL EXPERIENCE:** State Representative, House Speaker; chair, Oregon Criminal Justice Council; State Sentencing Guidelines Board; Commission on Judicial Branch; chair, Metro Charter Committee, Task Force on Mass Transit

**PERSONAL:** Hardy and Mary Ann have three sons, Hardy III, Christopher and Jonathan.

**RE-ELECT HARDY MYERS  
YOUR DEDICATED ATTORNEY GENERAL**

Hardy Myers was elected Attorney General after long legal practice combined with distinguished public service. As House Speaker, surveys rated him Oregon's most outstanding legislator. Governors and others relied on his mature judgment on panels to improve court procedures, strengthen criminal sentences, and draft Metro's charter.

As Attorney General, Hardy has vigorously led Oregon's Department of Justice in:

- working to keep government open and honest
- aiding prosecutors and other law enforcement to punish or prevent crime
- defending criminal convictions against appeals
- expanding crime victims assistance
- obtaining needed child support for over 200,000 children
- fighting consumer scams, especially against older Oregonians
- successfully pursuing Oregon's historic lawsuit against the tobacco industry
- fighting Medicaid fraud and safeguarding honest conduct of charitable corporations

**COMMITTED TO STRONG LEADERSHIP**

Hardy will continue his non-partisan leading role on public issues, including school safety, domestic violence, crime victims services, teen smoking reduction, enhanced consumer protection, more funds for prosecutors, campaign finance reform and judicial independence. Voters can trust Hardy to continue fighting for good government.

**HARDY MYERS: BROAD-BASED SUPPORT**

Hardy's supporters include statewide leaders like Ron Wyden, John Kitzhaber, Barbara Roberts, Neil Goldschmidt; prosecutors like Michael Schrunck, Doug Harcleroad, Mark Huddleston, Mike Dugan; legislators like Avel Gordly, Susan Castillo; and leading citizens throughout Oregon. He has earned your renewed support.

**For more information see [www.hardymyers.com](http://www.hardymyers.com)**

*(This information furnished by Re-elect Attorney General Hardy Myers.)*

**State Representative  
34th District**



**MARILYN L.  
SLIZESKI**

**Democrat**

**OCCUPATION:** Marketing Consultant

**OCCUPATIONAL BACKGROUND:** Market and Public opinion researcher-private Oregon firm;

Instructor-Oregon State University

**EDUCATIONAL BACKGROUND:** MBA, BS, Oregon State University

**PRIOR GOVERNMENTAL EXPERIENCE:** Philomath City Councilor; Chair-Finance Committee; Chair-Ordinance Committee; Chair-Budget Committee; Transportation Commission; Board of Directors-Council of Governments; Benton County Democrats Precinct Committee Member

**COMMUNITY SERVICE:** Board of Directors-Philomath Community Foundation; Teen Pregnancy Prevention Task Force; Junior Great Books Instructor; Leadership Corvallis Graduate; past President-Parent Teacher Assoc.

**MARILYN SLIZESKI - PUTTING WORDS INTO ACTION**

**QUALITY EDUCATION**

I've volunteered in the public schools and seen how well-intentioned bureaucratic solutions can keep teachers from doing what they do best--TEACH! I will be a strong voice for quality education and for greater educational opportunities for our children.

**LIVEABLE COMMUNITIES**

We can build a safer and stronger community by keeping guns out of the hands of children, requiring criminal background checks at gun shows, and having adequate jail space for repeat offenders. I support community-based programs to prevent crime before it starts.

**NATURAL RESOURCES CONSERVATION**

We must preserve the character of our rural communities. Our communities will be richer if we protect our natural resources. Our farmland must be protected from urban sprawl. An investment in our environment is an investment in our infrastructure.

**HEALTHY FAMILIES**

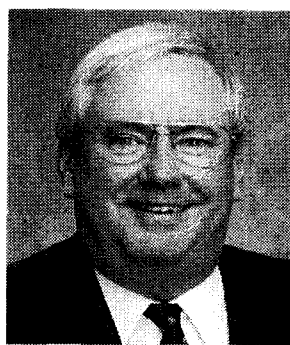
All Oregonians deserve access to quality health care without having to "sell the farm". I support the Governor's universal health coverage plan and passing a Patients' Bill of Rights. I also believe we must provide for seniors by offering property tax rebates for senior citizens on fixed low incomes.

**TOGETHER WE CAN CREATE A BETTER FUTURE**

**Elect MARILYN SLIZESKI for  
State Representative-District 34**

*(This information furnished by Committee to Elect Marilyn Slizeski.)*

**State Representative  
36th District**



**JOHN  
DONOVAN**

**Democrat**

**OCCUPATION:** Retired Educator

**OCCUPATIONAL BACKGROUND:** High School Teacher and Coach; Small Business Owner; Shelter Administrator; Marketing

Coordinator for ITT Educational Services

**EDUCATIONAL BACKGROUND:** BS, Illinois State University,

**PRIOR GOVERNMENTAL EXPERIENCE:** Albany Planning Commission; Albany Library Board; Linn County Public Health Advisory Council

**CIVIC ACTIVITIES**

Albany Area Chamber of Commerce; Albany Kiwanis; St. Mary's Parish Council; Helping Hands Homeless Shelter; Victim/Offender Reconciliation Program

**Getting the Job Done for Our Children**

John has worked as a local teacher, coach, and educational services coordinator. He and his wife Jane have dedicated their lives to making schools better for our children. John and Jane's four children attended Albany public schools. John is committed to:

- Fighting for secure, stable funding for our schools
- Engaging students, parents, teachers, and the entire community in the process of making our schools the best in the state.

**Getting the Job Done with Local,  
Community Based Solutions**

As Director of the Albany Helping Hands Shelter, John provided leadership for a community supported temporary shelter and transitional services for Albany's poorest citizens. By involving the community's churches, businesses, and agencies Albany Helping Hands has provided 48,000 meals and 1,200 nights of shelter to families and individuals.

**Getting the Job Done for Our Community**

John has been an active leader in addressing our community issues such as crime prevention, funding for law enforcement, the impacts of growth, and community health. He supports policies that cut red tape for small businesses and promotes strong families by supporting family wage jobs.

**Let's elect a community leader to Salem who will work for all of us to get the job done.**

**John Donovan for State Representative**

**A Leader for a Change**

*(This information furnished by Committee to Elect John Donovan.)*

## Duties and Responsibilities of Republican Precinct Committeepersons

Precinct committeemen and committeewomen are the grassroots representatives of the Republican Party in Oregon. Precinct Committee Persons (PCP) "put a face" on the party in their neighborhoods and communities, attend regular meetings of their county Republican central committee – helping to set the party agenda in the county – and help to spread the Republican message at the local level.

As a PCP you have a voice in selecting Republican Party leadership in your county, the state and nationally, you will help select your county leadership – or may even seek a leadership position yourself. County leaders in turn help select the state party leaders who in turn participate on the Republican National Committee and elect the national party leaders. PCPs also select Oregon delegates and alternates to attend the Republican National Convention.

PCPs are often called on by Republican candidates to help with grassroots campaigning. You may be asked to "walk" your precinct with a candidate, introducing the candidate to friends and neighbors. Or, you may be asked to distribute campaign materials. You will become the Republican Party in your community.

PCPs should feel comfortable with these basic principles of the Republican philosophy:

- Republicans believe the strength of our nation lies with the individual and each person's dignity, freedom, ability and responsibility must be honored.
- Republicans believe in equal rights, equal justice and equal opportunity for all, regardless of race, creed, sex, age or disability.
- Republicans believe that free enterprise and encouraging individual initiative has brought this nation opportunity, economic growth and prosperity.
- Republicans believe government must practice fiscal responsibility and allow individuals to keep more of what they earn.
- Republicans believe the proper role of government is to provide for the people only those critical functions that cannot be performed by individuals or private organizations, and that the best government is that which governs least.
- Republicans believe the most effective, responsible and responsive government is government closest to the people.
- Republicans believe Americans must retain the principles that have made us strong while developing new ideas to meet the challenges of changing times.
- Republicans believe Americans value and should preserve our national strength and pride while working to extend peace, freedom and human rights throughout the world.
- Republicans believe our party is the best vehicle for translating these ideals into positive and successful principles of government.

This fall, Oregon Republicans will work to retain and extend our majorities in both chambers of the Oregon Legislature, send new Republican representatives to the United States Congress and elect a Republican state Treasurer, Attorney General and Secretary of State. PCPs will have key roles in bringing about these victories.

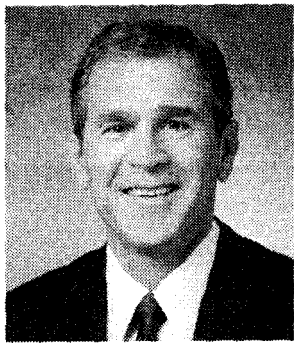
While Republican precinct persons are encouraged to support the candidates of their choice in the primary election, it is expected that PCPs – as representatives of the party – during the general election will support all Republican candidates receiving the party's nomination.

If you would like more information about the Oregon Republican Party, or would like to be more involved with the GOP in Oregon, please call our state party headquarters at (503) 587-9233. You may send e-mail to [info@orgop.org](mailto:info@orgop.org) or visit our website at [www.orgop.org](http://www.orgop.org)

Perry Atkinson  
Chairman, Oregon Republican Party  
PO Box 789 Salem, OR 97308

*(This information furnished by the Oregon Republican Party.)*

# United States President



**GEORGE W. BUSH**

**Republican**

**OCCUPATION:** Governor of Texas.

**OCCUPATIONAL BACKGROUND:** F-102 Pilot, Texas Air National Guard; CEO, Bush Exploration; Senior Adviser to 1988 Bush

Presidential Campaign; Managing General Partner, Texas Rangers Baseball Team

**EDUCATIONAL BACKGROUND:** Yale University, B.A.; Harvard University, M.B.A.

**PRIOR GOVERNMENTAL EXPERIENCE:** Governor of Texas

Dear Oregonian:

I believe government's role is to create an environment where entrepreneurs and families can reach their dreams and flourish.

As Governor of Texas, I took on the education establishment and demanded high standards and accountability.

I fought trial lawyers over lawsuit abuse and won meaningful, long-lasting legal reform.

While Washington was dead-locked, I signed into law a Patient's Bill of Rights. I challenged the status quo to reform welfare, strengthen juvenile justice and cut taxes my nearly \$3 billion dollars.

I've based my priorities upon my core philosophy of educating every child, protecting Social Security for generations to come, paying down the national debt, and strengthening out nation's defense.

I also want you to know what kind of leader I'll be as your President. I am a uniter, not a divider. I can't stand the kind of politics that pits one group of people against another. I believe in working for what's best for America and don't care who gets the credit.

I don't need polls to tell me how to think. I'm guided by conservative principles ingrained in my heart — trust local people to make decisions for their schools and communities; understand that peace is best kept through strength, not weakness; limit government with tax cuts and spending restraint; fight for American interests and America's workers; promote string families and personal responsibility.

And I know this: If I win, I will not only uphold the Constitution and the laws of the United States, but the dignity and honor of the office to which I have been elected.

Sincerely,  
George W. Bush

*(This information furnished by Bush for President, Inc.)*

# United States President



**ALAN KEYES**

**Republican**

**OCCUPATION:** Former Ambassador, Author, Commentator, Statesman

**OCCUPATIONAL BACKGROUND:** Ambassador Keyes, author, columnist and commentator, earned his Ph.D.

in government affairs from Harvard, and served as interim President of Alabama A&M University. His political activism has embraced two GOP nominations for U.S. Senate in Maryland, and the Chairmanships of two federal PACs – Black America's Political Action Committee and Life & Liberty PAC. Ambassador Keyes' tenure as President of Citizens Against Government Waste launched America's annual National Taxpayer Action Day. He is the Founder and Chairman of the Declaration Foundation, an educational non-profit organization dedicated to reacquainting America with its founding principles of liberty and human equality under God.

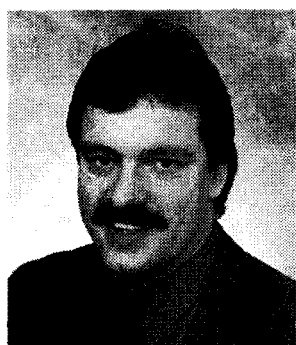
Ambassador Alan Keyes is emerging as the preeminent statesman in America. He is our nation's most persuasive public voice championing the rights of the innocent unborn and vulnerable among us. He carries an uncompromising message of national renewal and reconciliation grounded in the principle of human equality as proclaimed in the Declaration of Independence. He is the only presidential candidate who has resolutely demonstrated leadership in challenging us to uphold those eternal principles of justice which have always inspired the American people to moral greatness.

**EDUCATIONAL BACKGROUND:** 1972 - B. A. in Government Affairs, Harvard University; 1979 - Ph.D. in Government Affairs, Harvard University

**PRIOR GOVERNMENTAL EXPERIENCE:** Ambassador Keyes' career as a public servant commenced with his appointment as a Foreign Service Officer in the U.S. Department of State. He rapidly advanced to the staff of Ronald Reagan's National Security Council and the State Department's Policy Planning Staff. Alan Keyes was subsequently appointed as U.S. Ambassador to the United Nations Social and Economic Council, and as Assistant Secretary of State for International Organizational Affairs.

*(This information furnished by Keyes 2000.)*

**Representative in Congress  
4th District**



**JOHN  
LINDSEY**

**Republican**

**OCCUPATION:** Linn County  
Commissioner

**OCCUPATIONAL  
BACKGROUND:** Businessman,  
contractor, refrigeration,  
electrician, wood products,

U.S. military, and farming.

**EDUCATIONAL BACKGROUND:** Lebanon Union High School, attended Linn-Benton Community College, Oregon State University, Graduate of Naval School of Cryogenics.

**PRIOR GOVERNMENTAL EXPERIENCE:** Linn County Commissioner, Precinct Committee Person 1992-present, Linn County Republican Central Committee-Executive Committee, Delegate to 98' Oregon platform convention, Elected to Council of Forest Trust Land Counties 1998-present, Secretary of Cascade Pacific Resource Conservation and Development, Local Officials Advisory Committee to Land Conservation and Development, Association of Oregon Counties-Public Lands and Natural Resource Committee, Association of Oregon & California Railroad Counties Council, U.S. Navy.

Personal: Married to Linda/ 3 children

**John Lindsey** is a life long resident of Oregon who wants your vote this May so that we can start the course to return this seat back to the people. It's time for the people of district 4 to have a representative of the people. As a Commissioner John Lindsey is in touch with real local people with real local issues.

**Education:** Creativity and true local control is the only way to get results. Federal programs that reward educational failure must stop. John will work to remove overlapping bureaucracies and send that money home.

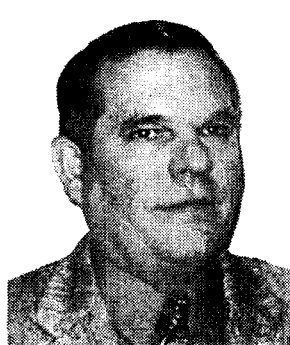
**Taxes:** Abolish the Death Tax and give it to your kids. We need to remove Social Security from the general fund and pay it back. This is a pension, not a slush fund. We need policies that encourage savings and economic growth.

**Military Spending:** We must maintain our status as a world leader and maintain our sovereignty. It's time to bring our troops home from their assigned police duties.

**The Federal Government** was originally created to represent the interest of the Nation as a whole and to maintain a militia force. Through the years the State's authority has been eroded and the Federal Government has overstepped its bounds. It's time to put state government, those closest to the people back in charge.

*(This information furnished by Lindsey for Congress.)*

**Representative in Congress  
4th District**



**WENDELL  
ROBINSON**

**Republican**

**OCCUPATION:** Fire  
Captain/paramedic

**OCCUPATIONAL  
BACKGROUND:** Wendell has  
worked for the Winston-Dillard  
Fire District for over 26 years.  
He has also worked part time for

Douglas Community Medical Center as an ER tech.

**EDUCATIONAL BACKGROUND:** Graduated Douglas High School, Winston, Oregon, in 1971. He also has attended numerous paramedic and fire service related classes.

**PRIOR GOVERNMENTAL EXPERIENCE:** Winston Traffic Safety Committee

Wendell has been married to his wife, Patricia, for 26 years. They have two grown children. One is an aircraft mechanic in the U.S. Navy, stationed in southern California. The other is attending Umpqua Community College, and plans to be a school teacher.

Wendell Robinson believes that the more that government stays out of our wallets, the better off we all will be.

Wendell Robinson will fight to defend your rights to keep and bear arms, as provided for by the second amendment of the U.S. Constitution.

Wendell Robinson will fight to protect the rights of the unborn. Mr. DeFazio voted against the ban on partial birth abortions.

Wendell Robinson believes that U.S. forces should not be engaged in foreign conflicts unless there is a threat to U.S. vital interests.

Wendell Robinson will fight to put God and prayer back in our schools.

Wendell Robinson will work for a true balanced federal budget. The balanced budget that we have now is only a myth.

Wendell Robinson is a proponent of honesty, integrity, and morality.

*(This information furnished by Wendell Robinson.)*

## Representative in Congress 5th District



**BRIAN J.  
BOQUIST**

**Republican**

**OCCUPATION:** International  
business owner & rancher

**OCCUPATIONAL  
BACKGROUND:** Aviation,  
forestry, dairy farming, military

**EDUCATIONAL BACKGROUND:** MBA, Oregon State University;  
BS, Western Oregon State College; Tillamook H.S.

**PRIOR GOVERNMENTAL EXPERIENCE:** Lieutenant Colonel,  
Special Forces, Army Reserve, National Guard; Central and  
Perrydale School Budget Committees.

**FAMILY:** Wife, Peggy and five children.

**GENERAL:**

Duty, honor, country are words I have lived by. My company  
delivers on five continents with a slogan of "Anytime Anywhere"  
and that is what we should expect from elected representatives.

**EDUCATION:**

My experience in setting up schools to save disadvantaged  
children in war torn countries gives me a special insight to the  
needs of our youth. On Capital Hill, I will put my local and over-  
seas school experience to work for the children of Oregon. It is  
our duty in this country.

**HEALTHCARE:**

Last January, I delivered tons of medical supplies to the front  
battle lines in West Africa that enabled hundreds of double  
amputee children to survive. I will fight for healthcare and  
improving the quality of life for our children and older Americans.

**SOCIAL SECURITY:**

Social Security needs to be put back in "trust" not serve as a  
dipping pot for unchecked government growth. Seniors trusted  
the government to invest their hard earned money...we need to  
rebuild that trust. Cutting benefits or raising taxes is not the  
answer.

**DEFENSE:**

It's appalling how our military forces are being squandered  
worldwide. Our sons and daughters should only be sent abroad  
for worthy national interests and well defined foreign policy. Our  
military needs to be properly equipped, and not on food stamps,  
if we expect them to go into harms way.

**ECONOMY:**

A strong economy should mean low gas prices. Higher prices  
effect every family at the grocery, hardware and department store.  
America defends the countries who sell us oil. Oil prices relate  
directly to foreign policy and national defense. I will use my for-  
eign policy experience on six continents as a voice of leadership.

*(This information furnished by Boquist2000.com.)*

## Representative in Congress 5th District



**AARON J.  
HILL**

**Republican**

**OCCUPATION:** Information  
Director, Oregon State Grange

**OCCUPATIONAL  
BACKGROUND:** Journalist,  
Editor

**EDUCATIONAL BACKGROUND:** Chemeketa Community  
College, Douglas McKay High School

**PRIOR GOVERNMENTAL EXPERIENCE:** None

**COMMUNITY SERVICE:** Capitol Grange, Salem City Youth  
Basketball, Valley Pachyderm Club, West Salem Neighborhood  
Association

**STATE SENATOR MARYLIN SHANNON ENDORSES  
AARON HILL**

"Aaron Hill is an up and coming, energetic new face with a fresh  
perspective. He is right on the issues and will represent the dis-  
trict well. He can and will give Darlene Hooley a run for her  
money. Aaron will keep Hooley on her toes."

State Senator Marylin Shannon, 5th Congressional District  
Republican Nominee-1998

**A LETTER TO THE PEOPLE OF THE 5TH DISTRICT**

I want to share with you why I am running for Congress. I am  
tired of professional, career politicians and bureaucrats  
controlling the government. It is time to return common sense to  
this district and to Washington, D.C. As your Congressman, I'll  
work hard to make sure your voice is heard.

We are the greatest nation on earth. We continue to enjoy many  
freedoms, even with the steady erosion by government. We  
need more control here in Oregon and less from Washington,  
D.C. Focusing on hope, hard work and personal responsibility,  
we can do it. We can end the expansion of the bureaucracy,  
complicated taxes, and wasteful spending.

It is time to create a society with a limited, efficient, and  
caring government founded on the principles of economic  
growth, balanced budgets, and tax reform. Government must  
recognize that the people give authority to the system,  
not the other way around.

Oregonians need someone who will represent the people not  
the party leadership and outside interests. I will not be a tool of  
the special interests. I will lead the fight for the common citizen.

Working together, we can meet the challenges. I ask for your  
vote. Together we can make a difference.

Sincerely,

Aaron Hill

*(This information furnished by the Friends of Aaron Hill.)*

# Secretary of State



**LYNN  
LUNDQUIST**

**Republican**

**OCCUPATION:** Businessman,  
Rancher, State Representative

**OCCUPATIONAL  
BACKGROUND:** Agri-  
Business CEO; College  
Economics Professor,

George Fox University

**EDUCATIONAL BACKGROUND:** Master's Degree, Economics,  
University of Connecticut; BS, Agricultural Economics, Oregon  
State University

**PRIOR GOVERNMENTAL EXPERIENCE:** Speaker of the  
Oregon House of Representatives; House Majority Leader; State  
Representative, District 59; member, Western States Coalition  
Board; member, Newberg School Board; Chairman, Crook  
County Planning Commission; President, Oregon Cattlemen's  
Association; member, Oregon State Board of Agriculture;  
Chairman, The Oregon Quality Education Model.

**LYNN LUNDQUIST  
THE RIGHT LEADERSHIP**

Lynn Lundquist's record of excellence has earned him the  
endorsement of EVERY REPUBLICAN Secretary of State and  
State Treasurer of the last 30 years:

"Lynn Lundquist's fiscal prudence, natural resources knowl-  
edge, and education experience place him head and shoulders  
above any other candidate. He is the right choice for Oregon's  
Secretary of State."

- **NORMA PAULUS - Oregon Secretary of State 1977-85  
State Superintendent of Schools 1990-98**

"I served as Oregon's Secretary of State for ten years. I know  
what it takes to do the job right. Lundquist has it. You can trust  
him and his leadership."

- **CLAY MYERS - Oregon Secretary of State 1967-77**

"The future of Oregon's natural resources is impacted by deci-  
sions of the State Land Board. Lundquist is superbly prepared  
with his experience, background and common sense approach  
to provide leadership on the board."

- **TONY MEEKER - Oregon State Treasurer 1987-93**

"I can think of no one better qualified for the office of Secretary  
of State than Lundquist. He is strong, highly-principled, experi-  
enced, and honest."

- **BILL RUTHERFORD - Oregon State Treasurer  
1984-87**

Lynn Lundquist brings to the Secretary of State's office an extra-  
ordinary measure of integrity and vision. He leads. He likes the  
high road. And Oregon is all the better because of it.

"Lynn Lundquist is dedicated to issues important to  
Oregonians and he has worked hard to make our state a bet-  
ter place to live."

- **BRADY ADAMS, Oregon Senate President**

**ELECT LUNDQUIST. REAL LEADERSHIP.**

*(This information furnished by Lundquist For Secretary of State.)*

# Secretary of State



**LYNN  
SNODGRASS**

**Republican**

**OCCUPATION:** Small  
business owner, Drake's 7 Dee's  
Nursery & Landscape Co;  
Oregon House Speaker;  
Homemaker.

**OCCUPATIONAL  
BACKGROUND:** Personnel

manager; Teacher; Landscape designer.

**EDUCATIONAL BACKGROUND:** Portland State University, B.S.  
Elementary Education; Oregon State University; Clackamas High  
School

**PRIOR GOVERNMENTAL EXPERIENCE:** Speaker of the  
House, 1999-2000; Republican Leader, 1997; State representa-  
tive 1995 - present; Damascus School Board; Budget  
Committee.

**Community Involvement:** Mt. Hood Medical Foundation, past  
president; Albertina Kerr; Junior Achievement teacher; Habitat for  
Humanity; Good Shepherd Community Church.

**Lynn Snodgrass  
For Oregon, For Us, For the Future!**

**Snodgrass' priorities for Oregon include:**

- **Ensuring open, fair and fraud-free elections.**  
Implementing Oregon's Voter Protection Act, which she  
sponsored.
- **Eliminating government waste and inefficiencies.**  
Protecting the taxpayers by returning income tax surpluses  
to the taxpayer.
- **Improving our schools.** Dramatically increasing all school  
funding while improving accountability.

**Trusted Republican Leaders Support Snodgrass**

"I am proud to support Lynn Snodgrass for Secretary of  
State. She is honest and truly an outstanding leader.  
Snodgrass delivers. Oregonians will be well served with  
Snodgrass as our Secretary of State."

**Bob Smith, U.S. Congressman**

"Oregonians need a Secretary of State who will protect the  
sanctity of our elections and ensure our tax dollars are well  
spent. I am convinced Snodgrass is that person. That's why  
I'm supporting her."

**Jack Roberts, Oregon's Labor Commissioner**

"Lynn Snodgrass is an effective leader. She cares deeply  
about our state and its citizens."

**Brady Adams, Oregon Senate President**

**Successful Leadership**

Snodgrass will utilize her vast experience as a mother, teacher,  
school board member, and small business owner to successfully  
lead Oregon.

**Snodgrass' hard work won the following awards in 1999  
alone:** Children Education Award; Business & Hospitality Award;  
Oregon Farm Bureau's Presidents Award; Oregonians for Food &  
Shelter's Outstanding Legislator of the Year; Tourism Legislator  
of the Year. No wonder Snodgrass won endorsements from  
business, agriculture, labor, and education advocates!

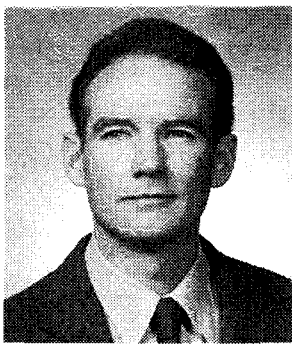
**Snodgrass for Secretary of State  
Republican Leader, Oregon's Leader  
[www.lynnnodgrass.org](http://www.lynnnodgrass.org)**

*(This information furnished by Lynn Snodgrass.)*



# Secretary of State

# State Treasurer



**PAUL DAMIAN WELLS**

**Republican**

**OCCUPATION:** Computer Architect

**OCCUPATIONAL BACKGROUND:** Electrical Engineer

**EDUCATIONAL BACKGROUND:** BSEE Purdue University; Portland State University

**PRIOR GOVERNMENTAL EXPERIENCE:** None

**I'm not a Republican.** I'm an Independent voter from Newberg.

The election system in Oregon and across the nation is failing. Increasingly, the two-party primary system doesn't guarantee victory for the best candidates. The Republican primary in particular, is a killing field for electable Republicans. Others have suggested that we force major parties to open their primaries to Independents. I would like to propose true election reform that will insure fair elections without butchering the constitution any further.

**A Nominating Election**

Instead of conducting two primaries, we should select the top two candidates for each office in a single open Nominating Election. If all voters and candidates are allowed to participate, we can guarantee everyone an equal opportunity to vote and limit the number of candidates on the general election ballot. In most cases, major party nominees will win and advance, but this isn't guaranteed. Each candidate must earn his/her spot on the general election ballot in a fair fight.

**Multiple Endorsements**

In an open election, two candidates with similar views can lose the election by splitting a single block of votes. Allowing multiple endorsements per office will solve this problem. If there are several candidates for one office, each voter may choose to endorse just one candidate, two or more, or none. The results are tallied as a percentage of the total ballots cast, so it is possible for several candidates to garner more than 50% of the vote. It is also possible for no candidate to garner 50% of the vote. Nonetheless, the top two candidates advance to the general election.

**Presidential Elections**

Eventually, we need to abandon the major party primary/caucus system and establish a series of nominating elections nationwide to determine the top two presidential candidates. Rather than accumulating convention delegates, candidates accumulate the endorsements from individual voters.

<http://thekeel.home.att.net/>

*(This information furnished by The Keel.)*



**JON KVISTAD**

**Republican**

**OCCUPATION:** President, AKA Political Services; Partner, Village Coffee Company; Metro Councilor

**OCCUPATIONAL BACKGROUND:** Partner, JAK Designs; Owner,

Kvistad & Associates

**EDUCATIONAL BACKGROUND:** Aloha High School; Oregon State University Graduate

**PRIOR GOVERNMENTAL EXPERIENCE:** Metro Councilor 1992 - present; Presiding Officer 1996-1998; Chairman, Joint Policy Advisory Committee on Transportation; Metro Finance & Budget Committee; Liaison, Friends of the Washington Park Zoo; Elected, Tigard Water District; Staff Assistant, Senator Mark O. Hatfield; Washington County Legislative Caucus; Republican Precinct Committeeman.

**Community Involvement:**

Board, Tigard Chamber of Commerce; Board, Tualatin Valley Mental Health Centers; *Business Journal* "40 Oregon Future Leaders under 40"; Republican Party Executive & Central Committee.

**Jon Kvistad: A record of honesty and integrity**

- 15 years of growing and managing several small businesses
- 12 years of local government budget and finance experience

**Jon Kvistad: Oregon values, Oregon experience**

- Oregon's future can be found in our commitment of education. Kvistad will work to expand the Oregon Baccalaureate Bond program.
- Jon will provide the leadership to invest the states assets to help provide and create jobs.
- The proven ability to work effectively with the Governor, Legislature, cities, counties and our ports.
- The experience to maximize returns on public infrastructure investments.

**Jon Kvistad: A vision for our future**

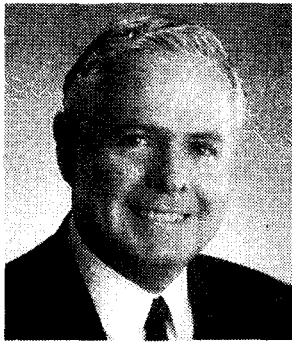
- Help to create family wage jobs by investing in Oregon.
- Assure eligible veterans an opportunity to own a home.
- Work to invest in the future of Oregon family farms.
- Strive to make education affordable to every Oregon family
- Work to eliminate the hidden tax of high interest rates by improving Oregon's credit rating.

Our next state treasurer must be a leader with vision. Jon Kvistad has the proven record of accomplishment and experience to be that leader.

**Jon Kvistad for State Treasurer: A record of Honesty and Integrity.**

*(This information furnished by The Friends of Jon Kvistad.)*

# Attorney General



**KEVIN L. MANNIX**

**Republican**

**OCCUPATION:** Attorney in private practice; State Representative

**OCCUPATIONAL BACKGROUND:** Assistant Attorney General, Oregon; Assistant Attorney General,

Guam; Administrative Law Judge; Circuit Court Judge, Pro-Tem; District Court Judge, Pro-Tem; State Senator; State Representative; Law Clerk, Oregon Court of Appeals; Commercial Photographer

**EDUCATIONAL BACKGROUND:** University of Virginia: B.A., Liberal Arts, 1971; J.D. (Law) Degree, 1974

**PRIOR GOVERNMENTAL EXPERIENCE:** Senator; State Representative, five terms; Chair, House Judiciary Criminal Law Committee; member, Ways & Means, Labor, and Rules Committees; two-term member, Emergency Board; member, Capitol Planning Commission, 9 years; Chair, Task Force on Farm Worker Housing

### Leadership and Results

**Results:**

During his legislative service, Kevin earned the distinction of being the sponsor of more successful legislation than any other member of the Legislature. Successes include Oregon's landmark anti-stalking law, consumer protection expansion, reduction of unnecessary regulations, fair tax hearings for taxpayers, reform of Workers' Compensation, tougher sentences for violent criminals, and improved services for senior citizens and the developmentally disabled.

**Leadership:**

The Salem *Statesman Journal* (5/17/99) calls Kevin Mannix a "consensus builder." In *The Oregonian* (8/5/99), the Chair of the Governor's Advisory Committee on DUII, Peter Glazer, stated, "Oregonians owe a debt of gratitude to Rep. Kevin Mannix..." for his leadership in passing Oregon's tough, new repeat drunk driver law.

**Mannix will be an active Attorney General**

**Public Safety:**

Kevin will deliver safer homes, schools, and neighborhoods because Kevin is tough on accountability, smart on prevention, and sensitive on treatment and prevention. He will work with the Legislature to get results.

Kevin's comprehensive approach to public safety includes classroom discipline, with teacher authority to maintain a positive learning environment, and a total enforcement policy for all property crimes.

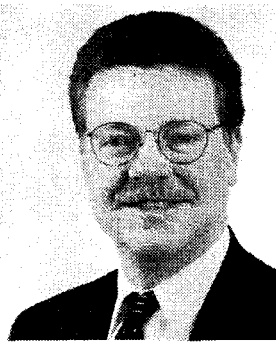
**Consumer Protection:**

Kevin is a committed advocate for law-abiding citizens. He will work with honest businesses to promote consumer education, toughen consumer protection laws, and quickly shut down businesses that scam Oregon consumers.

**Elect Kevin Mannix for an Attorney General who is a leader and gets results.**

*(This information furnished by Kevin L. Mannix.)*

# State Representative 34th District



**LANE SHETTERLY**

**Republican**

**OCCUPATION:** State Representative; Attorney in private practice, Dallas, Oregon.

**OCCUPATIONAL BACKGROUND:** Public school teacher.

**EDUCATIONAL BACKGROUND:** BS Education, Western Oregon University (honors); JD, Northwestern School of Law (honors).

**PRIOR GOVERNMENTAL EXPERIENCE:** Co-Chair, Joint Interim Judiciary Committee; Chair, Oregon Law Commission; Polk County Jail Advisory Committee; Polk Committee for Better Roads.

**Community Leadership:**

- Citizens Crime Commission
- Boy Scouts (Past Polk District chair)
- Dallas Retirement Foundation (Secretary)
- Dallas School Lunch Buddy
- Trinity Lutheran Church (Member/past President)
- Dallas Chamber of Commerce (Past president)
- Dallas Junior First Citizen (1984)
- Dallas First Citizen (1999)

**Personal:** Married 19 years to Francine; children, Joel (10) and Lauren (8)

**A RECORD OF RESULTS**

As your state representative I have sponsored legislation that:

- Requires independent audits of state agencies
- Expanded the First Break tax credit program to put at-risk youth to work
- Created tax-deferred savings accounts for college tuition
- Promotes fair hearings in contested cases involving state agencies.
- Put the Pledge of Allegiance back in our schools.
- Makes it easier for citizens to get rid of drug houses in their neighborhoods

**CHALLENGES AHEAD**

**Education:** "I support a strong public education system. Our schools need the tools to help our children achieve high academic standards."

**Transportation:** "I support an improved statewide transportation system. We need a modern transportation system to sustain our economic well-being."

**Government and Taxes:** "I support accountability. Government can be made more effective through better management."

**Public Safety:** "I support tough sentences for career criminals and efforts to prevent crime and deter first time and juvenile offenders."

**Growth:** "We can balance growth with the need to preserve our quality of life through land use planning."

**"Lane Shetterly is an outstanding state representative. He has worked hard for the people of Polk and Benton counties, and he gets results."**

**Former State Representative John Schoon, Rickreall.**

**Reelect  
Lane Shetterly State Representative**

*(This information furnished by Lane Shetterly.)*

**State Representative  
35th District**



**DEBRA  
RINGOLD**  
**Republican**

**OCCUPATION:** Professor, Atkinson Graduate School of Management, Willamette University; Management Consultant to nonprofits, government agencies and private business

**OCCUPATIONAL BACKGROUND:** Editorial Board Member, Professional Journals; Teaching awards in public and private universities

**EDUCATIONAL BACKGROUND:** Ph.D. University of Maryland; M.B.A. Southern Illinois University; B.A. Texas Tech University

**PRIOR GOVERNMENTAL EXPERIENCE:** Corvallis School Board Budget Committee and Task Forces; Wilson Elementary School Site Council

**COMMUNITY INVOLVEMENT:** Corvallis Kids Count, Steering Committee; Wilson Elementary School PTA, President; Corvallis Caring Place Assisted Living Facility, Board of Directors; Family Building Blocks Relief Nursery, Board of Directors; Leadership Corvallis; Corvallis Area Chamber of Commerce

**PERSONAL:** Married for 20 years, two children

**Debra Ringold . . . Committed To Education**

"Education enables our young people to care for themselves and their families and to make meaningful contributions to Oregon."

- Provide stable K-12 funding that fosters local control
- Refine enrollment driven funding model for higher education

**Debra Ringold . . . Values Our Quality Of Life**

"Livability is one of Oregon's most valuable assets. Careful economic development, and the jobs it produces, is compatible with the quality of life we enjoy."

- Develop opportunities consistent with the values of Corvallis
- Create meaningful, family-wage jobs

**Debra Ringold . . . Working For Better Government**

"Respect for citizens, and genuine dedication to serving them, is the foundation for efficient and effective government."

- Make the legislature more effective in establishing priorities
- Make government more efficient in carrying out priorities
- Increase citizen involvement in the legislative process

"Candid, caring, competent...support for Debra is support for thoughtful problem-solving in the Oregon legislature."

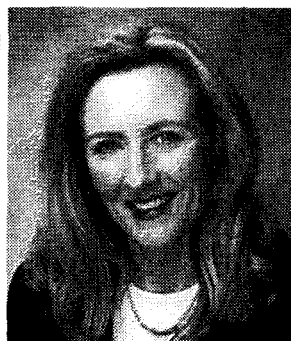
**Bob Adams, Benton County Commissioner**

"Debra's experience and public policy expertise make her a candidate worthy of your support."

**Representative Lane Shetterly, District 34**

*(This information furnished by Citizens for Debra Ringold.)*

**State Representative  
36th District**



**BETSY L.  
CLOSE**  
**Republican**

**OCCUPATION:** Oregon State Representative

**OCCUPATIONAL BACKGROUND:** Teacher, Public Schools, Oregon and Washington; Instructor, Job Developer, Benton County

Comprehensive Youth Program; Teaching Assistant, Oregon State University.

**EDUCATIONAL BACKGROUND:** BA, Washington State University, 1972. BA Education, Central Washington University, 1974. MS, Oregon State University, 1978.

**PRIOR GOVERNMENTAL EXPERIENCE:** Palestine Rural Fire Board, Greater Albany School Committee; Chair, Benton County Republican Party.

**Legislative Appointments:** Vice-Chair, House Interim Education Committee; House Revenue, Education Model Review Committee, Vice-Chair, House Human Resources, Agency Performance Committee. Commission for Women, Public Lands Advisory Committee.

**BETSY CLOSE MAKES GOVERNMENT  
ACCESSIBLE TO YOU!**

**RE-ELECT BETSY CLOSE:** Working to Improve Education

Worked to write the Public Charter School Law, Voted to provide School Report Cards to parents, Voted for a 10% increase to the K-12 Budget.

**RE-ELECT BETSY CLOSE:** Working to Keep YOUR Taxes Down

Co-Sponsor of Senior Property Tax Rebate, Co-Sponsor of Referral to Put the Kicker in the Constitution, Voted to Refer an Oregon Income Tax Cut to the Voters.

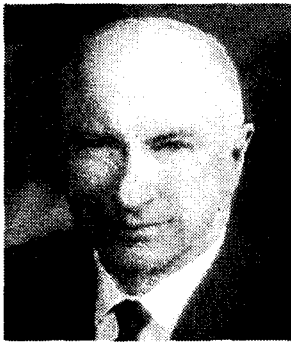
**RE-ELECT BETSY CLOSE:** Working for Safe Communities

Voted for 100 new state patrolmen on Oregon highways, Raised the Community Corrections base budget amount by 11%, Referred Victim's Rights Measures to the Voters.

**RE-ELECT BETSY CLOSE  
EFFECTIVE, STRONG, COMMON SENSE LEADERSHIP  
FOR DISTRICT 36**

*(This information furnished by Close Friends.)*

## Judge of the Supreme Court Position 2



**GREG  
BYRNE**

**Nonpartisan**

**OCCUPATION:** Attorney

**OCCUPATIONAL  
BACKGROUND:** Small  
business owner; real estate  
developer; charter pilot

**EDUCATIONAL BACKGROUND:** Harvard Law School, juris doctor (honors); South Carolina, AB (honors)

**PRIOR GOVERNMENTAL EXPERIENCE:** U.S. Marine Corps officer

**Family:** Married, four children, three grandchildren.

**Legal Experience:** Trial lawyer 29 years. Trial experience includes criminal and civil cases involving business, real estate, construction, employment, injuries, tax, divorce, insurance, and election law. Has argued over two dozen cases in Oregon Supreme Court. Also counsels small businesses.

**Judicial Experience:** Served as circuit court judge pro tempore

**Military Service:** Eight years active duty in Marines, pilot in Vietnam.

**Education:** Worked his way through college, attended Harvard Law School on the GI Bill while helping raise three children.

**Community Service:** Director of Legislation, Harvard Legislative Research Bureau; President, Northwest District (neighborhood) Association; President, American Amputee Foundation of Oregon; Chair, advisory committee to Oregon Community Foundation.

### Legal Accomplishments

Greg Byrne has: stopped city from putting property tax on water bills; forced legislature to reform annexation process after getting "triple majority" annexations declared unconstitutional; stopped legislature from violating Constitution by referring multi-subject spending bill to voters; got corrections facility siting initiative accepted for ballot over county opposition; obtained Fifth Amendment compensation for owner of boat illegally seized by federal government; stopped city from routing freeway through town in violation of city charter.

### Objectives if Elected

The Supreme Court regulates and disciplines lawyers. Greg Byrne will make attorney professionalism a personal priority. He has served on the Local Professional Responsibility Committee (lawyer discipline), Multnomah Bar Professionalism Committee, and as mentor for new lawyers. He will strive to restore public confidence in his profession.

Greg Byrne believes all citizens are equal in the eyes of the law and is committed to treating all sides fairly and impartially. He believes cases should be decided on the law, not politics.

Greg Byrne "will be a tremendous asset to the people of our state" -- Safe Neighborhoods Are For Us Committee

*(This information furnished by Greg Byrne for Supreme Court Committee.)*

## Judge of the Supreme Court Position 2



**PAUL J.  
DEMUNIZ**

**Nonpartisan**

**OCCUPATION:** Judge, Oregon  
Court of Appeals

**OCCUPATIONAL  
BACKGROUND:** Judge, Court  
of Appeals, elected in 1990 and  
re-elected in 1996; Attorney and  
partner, private law practice,

1977-1990; State of Oregon, Deputy Public Defender, 1975-1977

**EDUCATIONAL BACKGROUND:** J.D., Willamette University, 1975; B.S., Portland State University, 1972; Madison High School, Portland, 1965

**PRIOR GOVERNMENTAL EXPERIENCE:** Oregon Supreme Court Access to Justice for All Committee, since 1997; Commission on Judicial Fitness and Disability, since 1998; Oregon Supreme Court Task Force on Racial and Ethnic Issues in the Judicial System Implementation Committee Chair, 1994-1996; Oregon Criminal Justice Council member, 1985-1990; Special Prosecutor, Douglas County, 1988

**MILITARY SERVICE:** U.S. Air Force, Vietnam veteran, 1966-1969. Appointed by U.S. Secretary of Defense Cohen to national Defense Advisory Committee on Women in the Services, 1998 to present

**COMMUNITY SERVICE:** North Salem High School mock trial coach, since 1998; Board of Visitors, Willamette University, since 1995; Volunteer coach for youth athletics, since 1983

**PERSONAL:** Wife, Mary; three children - Carrie, Peter, and Michael

### **Judge DeMuniz – Experienced**

"Judge DeMuniz has an understanding of the rule of law, the integrity and the experience to serve on the Oregon Supreme Court. He has my strongest support."

Dan Noelle  
Multnomah County Sheriff

### **Judge DeMuniz – Exemplary Service**

"I am proud to have had the opportunity in 1990 to appoint Paul DeMuniz to the Oregon Court of Appeals. I am equally proud ten years later to enthusiastically support Judge DeMuniz for election to the Oregon Supreme Court. His service to our state and our citizens has been exemplary."

Neil Goldschmidt  
Former Governor of Oregon

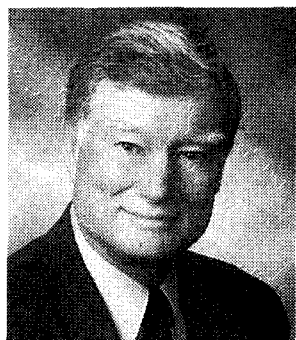
### **Judge DeMuniz – Enormous Integrity**

"Paul DeMuniz has given unflinching service to our country, to our state and to his community. He has an immense capacity for hard work and a profound devotion to judicial duty and judicial ethics. I admire him as a person with enormous integrity. Paul DeMuniz would make immediate and important contributions to the Oregon Supreme Court."

Dave Frohnmayer  
Former Attorney General of Oregon

*(This information furnished by Judge DeMuniz for Oregon Supreme Court Committee.)*

## Judge of the Supreme Court Position 2



**CHARLEY  
MERTEN**

**Nonpartisan**

**OCCUPATION:** Lawyer

**OCCUPATIONAL  
BACKGROUND:** Prosecutor;  
Legal Aid; Private attorney.

**EDUCATIONAL  
BACKGROUND:** Gonzaga;

University of California (BA); University of Oregon Law School (JD 1963).

**PRIOR GOVERNMENTAL EXPERIENCE:** Deputy DA, Multnomah County.

**PERSONAL:** Charley's family arrived in Oregon by covered wagon in 1847. He was raised on their pioneer farm in the Willamette Valley. He lives and farms in rural Washington County.

### HIGHLY QUALIFIED TO SERVE

**Endorsed by over 500 judges, lawyers and community leaders statewide.**

**Feb. 6, 1998:** Judged "Highly Qualified" to serve on the Supreme Court by Oregon State Bar Association Governors.

**1976-2000:** Highest ranking in both ability and ethics. *Martindale - Hubbell Legal Directory.*

### COMMITTED TO PEOPLE

"Charley Merten has consistently championed the civil rights and liberties of all Oregonians, including ethnic minorities and women."

**Jim Hill, Oregon State Treasurer; Kay Toran.**

"Charley Merten is a leader in advancing economic equality for women."

**Elizabeth McKanna, Portland Employment Attorney.**

"Charley Merten has fought for the rights of Oregonians for many, many years and understands how the law impacts working families."

**Gary Kirkland, CEO, OPEIU, Local 11.**

### TOUGH ON CRIME

"Charley is tough on crime. He was one of the best prosecutors I've ever known."

**Mike Schrunck, Multnomah County DA.**

### ENVIRONMENT

"Charley Merten has been a leader in preserving Oregon's livability."

**Sierra Club;**

**Elizabeth Furse, former Congresswoman.**

### AGRICULTURE

"Charley's roots are in agriculture. He uses his brilliant legal skills to defend family farms and rural Oregon as well as the livability of the urban environment."

**Nancy Ponzi, Ponzi Vineyards;**

**Steve Coleman, Molalla Cattle Rancher;**

**Woodburn Fertilizer, Inc.**

### COMMON SENSE JUSTICE

"We and other current and former trial judges support Charley Merten for the Supreme Court because he has the life experience and the wide range of legal experience needed by all judges to render common sense justice. Charley knows what is important and what is not."

**Harl Haas, Multnomah County Judge; Hollie Pihl, Washington County Senior Judge; Milo Pope, Baker County Judge.**

*(This information furnished by Charley Merten Supreme Court Committee.)*

## Judge of the Supreme Court Position 2



**RANDALL H.  
NIVEN**

**Nonpartisan**

**OCCUPATION:** Attorney for a nutritional supplement company.

**OCCUPATIONAL  
BACKGROUND:** Field Engineer for a Naval Shipyard, overhauling aircraft carriers.

**EDUCATIONAL BACKGROUND:** Juris Doctor; BS in Mechanical Engineering; BS in Civil Engineering.

**PRIOR GOVERNMENTAL EXPERIENCE:** None

- I bring a fresh perspective to the Supreme Court. Across time, performance in any organization becomes rote. Ritual begins to override reason. I shall represent the will of the people of Oregon with a fresh appraisal of issues grounded in justice and practicality.

- I will make a difference in how the law is interpreted and applied. As someone who hasn't been conditioned to legalities that "every-one knows", I shall make the law more understandable to the average person.

- When faced with a problem, I have two touchstones. First, is this hypocrisy? Is what's sauce for the goose is sauce for the gander? Second, will it actually work? Will it achieve its intended result without causing even greater problems?

- I'm always concerned how an action or a decision will affect myself and others, now and down the road. I like the initiative process in Oregon as it gives ordinary citizens the power to change the law. I also listen to people because I believe that the general public has some great ideas and I can use them to take a fresh look at the law.

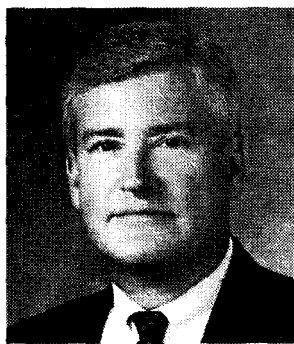
My opponents are all good people. Any of them would do a decent job. I'll do better.

For further information, visit [www.randyniven.org](http://www.randyniven.org)

*(This information furnished by Randall H. Niven.)*

## Judge of the Supreme Court Position 3

## Judge of the Supreme Court Position 6



**ROBERT D. (SKIP)  
DURHAM**

**Nonpartisan**

**OCCUPATION:** Associate Justice, Oregon Supreme Court (1994 to present)

**OCCUPATIONAL BACKGROUND:** Judge, Oregon Court Appeals (1991-94); Partner in Bennett &

Durham (formerly Kulongoski, Durham, Drummonds & Colombo), Portland. Private law practice (1974-91) in Portland and Eugene. Law Clerk, Oregon Supreme Court (1972-74)

**EDUCATIONAL BACKGROUND:** University of Virginia School of Law, Master of Laws (LL.M) in Judicial Process; University of Santa Clara School of Law, Juris Doctor (J.D.) degree; Whittier College, Bachelor of Arts

**PRIOR GOVERNMENTAL EXPERIENCE:** Associate Justice, Oregon Supreme Court, Position No. 3 incumbent, 1994-present; Judge, Oregon Court of Appeals, 1991-94; President, Oregon Appellate Judges Association (1996-97); Oregon Rules of Appellate Procedure Committee (1994-present); Chair, Oregon Supreme Court Committee on Judicial Rule 4 (1995-96); Oregon Council on Court Procedures (1992-94, 1996-present); Chair, Oregon Commission on Administrative Hearings (1989-90); Chair, Oregon State Bar Labor Law Section (1984)

**Other Community and Professional Experience:**

Faculty Member, National Judicial College (1992)

Instructor, Judicial Ethics, Judicial Campaign Practices and Transition Issues (annual Judicial Department training for new judges)

Master, Willamette Valley American Inns of Court

United States Supreme Court Historical Society

American Judicature Society

Multnomah County and Marion County Bar Associations

Stop Oregon Litter and Vandalism (SOLV) Volunteer

Volunteer for Alexandra Ellis Memorial Children's Cancer Association

**A Message from Justice Durham:**

I have been honored to serve on the Oregon Supreme Court from 1994 to the present, and on the Oregon Court of Appeals from 1991 to 1994. The Justices of the Oregon Supreme Court are elected by Oregon voters and are dedicated to the rule of law, the fair administration of justice, and vigorous enforcement of ethical principles for Oregon judges and lawyers. I ask for your support for an additional term of service on the Oregon Supreme Court.

*(This information furnished by Committee to Re-Elect Justice Robert Durham.)*



**WALLACE P.  
CARSON, JR.**

**Nonpartisan**

**OCCUPATION:** Chief Justice, Oregon Supreme Court

**OCCUPATIONAL BACKGROUND:** Lawyer, private practice (1962-1977). Marion County Circuit Court Judge (1977-1982). Appointed

Oregon Supreme Court, July, 1982. Elected Oregon Supreme Court, Nov. 1982, reelected in 1988 and 1994; elected Chief Justice by the members of the Court in 1991, and reelected 1997.

**EDUCATIONAL BACKGROUND:** Salem Public Schools; Stanford University (BA, Political Science); Willamette University College of Law (JD).

**PRIOR GOVERNMENTAL EXPERIENCE:** Oregon House of Representatives, 1967-1971 (Majority Leader, 1969-1970); Oregon State Senate, 1971-1977 (Minority Floor Leader, 1975-1977).

**PERSONAL:** Born in Salem, Oregon, 1934. Wife Gloria; two children. Served as a jet pilot, U.S. Air Force; active member St. Paul's Episcopal Church.

**SERVICE:** Extensive and wide range of service to Oregonians, including efforts to increase youth participation in government (Oregon YMCA Youth and Government Program) and to keep children safe and families together ("Family Building Blocks"). Since 1970, Carson has served on Willamette University's Board of Trustees.

**LEADERSHIP:** As a member of the Court and as Chief Justice, Carson has worked to eliminate racial, ethnic, gender, age and economic discrimination in the judicial system to assure Oregonians fair treatment ("Access to Justice for All Committee").

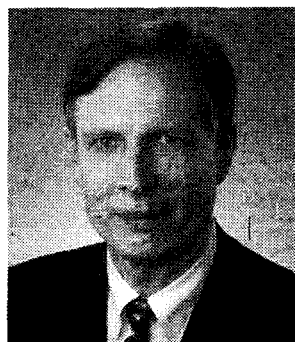
**"EXCEPTIONALLY WELL QUALIFIED"** was the recommendation by the Oregon State Bar Board of Governors in 1982 for Justice Carson's appointment to the Supreme Court. "Throughout Justice Carson's career, he has continued to be 'exceptionally well qualified,' providing remarkable leadership in judicial and public service. Justice Carson has earned the respect of his colleagues and the public for his integrity and hard work." Robert G. Ringo, March 6, 2000 (1982 member, OSB Board of Governors).

**WALLACE P. CARSON, JR. is dedicated to the fair, impartial and common sense approach to justice.**

**"EXCEPTIONALLY WELL QUALIFIED"**

*(This information furnished by "Elect Justice Wallace P. Carson, Jr. Oregon Supreme Court Committee." Norma Paulus, Edwin J. Peterson, Gary E. Lockwood and David A. Rhoten, Directors.)*

## Judge of the Court of Appeals Position 3



**RIVES  
KISTLER**

**Nonpartisan**

**OCCUPATION:** Judge, Oregon Court of Appeals

**OCCUPATIONAL BACKGROUND:** Judge of the Court of Appeals; Previously served as an Assistant Attorney General for the Oregon

Department of Justice and worked in private practice for Stoel, Rives, LLP; Taught state constitutional law as an adjunct professor at Northwestern School of Law at Lewis and Clark College; Served as a judicial clerk to the Honorable Lewis F. Powell, Jr., Associate Justice, Supreme Court of the United States and to the Honorable Charles Clark, Chief Judge, United States Court of Appeals, Fifth Circuit

**EDUCATIONAL BACKGROUND:** Georgetown University Law School, JD, summa cum laude (1981); University of North Carolina, MA (1978); Williams College, BA, cum laude (1971)

**PRIOR GOVERNMENTAL EXPERIENCE:** Assistant Attorney General for the Oregon Department of Justice; Chair, National Association of Attorneys General First Amendment Working Group; Member, National Association of Attorneys General Criminal Law Working Group; Vice-Chair, Oregon State Board of Bar Examiners

### Judge Rives Kistler: Experienced

"Rives Kistler is one of the finest appellate lawyers to appear before our court. From his work as a judicial clerk for Justice Lewis Powell of the United States Supreme Court to his more than a decade of service as an accomplished appellate lawyer for the State of Oregon, it is only natural that Rives Kistler would become a distinguished appellate judge. Oregon and its citizens are fortunate to have an individual of Judge Kistler's caliber on the bench."

William L. Richardson  
Oregon Court of Appeals (1976-1997)  
Chief Judge (1993-1997)

### Judge Rives Kistler: Sound Judgment

"Rives Kistler is one the most brilliant jurists to ever serve on an appellate bench. He has sound judgment and is devoted to achieving a just result."

Dave Frohnmayer  
Oregon Attorney General (1981-1991)

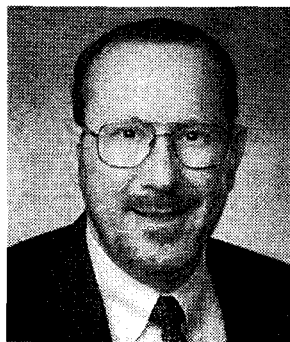
### Judge Rives Kistler: Principled

"Judge Kistler is known for his hard work and principled application of the law. His common sense and his keen analytical talent combine to make him one of Oregon's finest judges."

Governor John A. Kitzhaber, M.D.

*(This information furnished by Committee to Retain Judge Rives Kistler.)*

## Judge of the Court of Appeals Position 5



**RICK  
HASELTON**

**Nonpartisan**

**OCCUPATION:** Judge, Oregon Court of Appeals

**OCCUPATIONAL BACKGROUND:** Oregon Court of Appeals Judge since 1994. Previously in private practice representing a broad range of

clients, including individuals, businesses, plaintiffs and defendants. During high school and college, worked as a farm hand, carpenter's helper, and teacher's aide.

**EDUCATIONAL BACKGROUND:** West Albany High School; Stanford University (BA 1976); Yale Law School (JD 1979).

**PRIOR GOVERNMENTAL EXPERIENCE:** Law Clerk to Judge Alfred T. Goodwin of the Ninth Circuit Court of Appeals (1979-1980); Law Clerk in United States Attorney's Office, Portland (1977).

**FAMILY AND PERSONAL BACKGROUND:** Rick grew up in Albany and now lives in Portland with his wife Sura and their daughter Molly. He is proudest of his accomplishments as an involved citizen, family member, and friend.

### SERVICE TO HIS COMMUNITY AND PROFESSION

Rick has been a volunteer for the Senior Law Project; Chair of the Oregon State Bar's Appellate Practice Section; Chair of the Multnomah Bar Professionalism Committee; Chair of the Oregon State Board of Bar Examiners; and Chair of the Multnomah County Legal Aid Board (providing legal assistance to poor Oregonians). Rick currently serves on the boards of directors of the Portland Jewish Academy and Congregation Kesser Israel.

### RICK HASELTON – SERVING YOU FOR THE RIGHT REASONS

In 1994 you elected me to the Oregon Court of Appeals. During the last six years, I have worked hard to honor your trust. I have participated in thousands of cases and written hundreds of opinions. Many of those decisions have been right, and some may have been wrong. But right or wrong, I have always tried to be fair. I have always "called them the way I see them," without fear or favor.

That will never change.

– Rick Haselton

### RE-ELECT JUDGE RICK HASELTON TO THE COURT OF APPEALS

*(This information furnished by Committee to Re-Elect Judge Haselton.)*

## Judge of the Court of Appeals Position 8



**JACK L.  
LANDAU**

**Nonpartisan**

**OCCUPATION:** Judge,  
Oregon Court of Appeals

**OCCUPATIONAL  
BACKGROUND:** Judge, Court  
of Appeals, 1993 to present;  
Adjunct Professor of Law,  
Willamette University College of

Law, 1993 to present; Deputy Attorney General of Oregon, 1991-1993; Assistant Attorney General and Attorney-in-Charge, Special Litigation Unit, Oregon Department of Justice, 1989-1991; Associate and partner, Lindsay, Hart, Neil & Weigler, 1983-1989; Law Clerk to the Honorable Robert C. Belloni, United States District Court, 1981-1983; Instructor, Northwestern School of Law, Lewis and Clark College, 1980-1981.

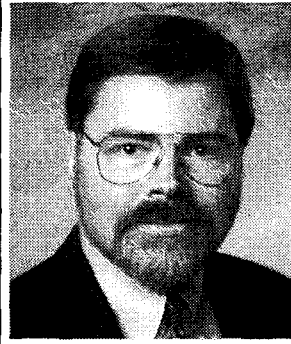
**EDUCATIONAL BACKGROUND:** J.D., Northwestern School of Law, Lewis and Clark College, 1980; B.A., magna cum laude, Lewis and Clark College, 1975; graduate with honors, Franklin High School, Portland, 1971.

**PRIOR GOVERNMENTAL EXPERIENCE:** Member, Judicial Education Committee, Oregon Judicial Conference, 1995-1998; Member, Oregon State Bar Task Force on Civil Legal Services, 1995-1996; Member, Oregon Supreme Court Task Force on Racial and Ethnic Bias in the Courts (Chair, Criminal Justice Committee), 1992-1994; Member, Oregon State Bar Procedure and Practice Committee, 1992-1993; Member, State-Federal Judicial Council, 1991-1992; Chair, Subcommittee on Public Safety, Governor's Task Force on Government, 1991-1992; Member, Executive Committee, Oregon State Bar Environmental and Natural Resources Law Section, 1986-1989; Member, Legislative Interim Task Force on Telecommunications, 1987-1989; Chair, State and Local Government Implementation Committee, Department of Environmental Quality Citizen Advisory Committee on Underground Storage Tank Regulation, 1985-1988.

**PERSONAL:** Married to Diane Bridge; two sons, Aaron and Nathan.

*(This information furnished by Committee to Re-elect Judge Landau.)*

## Judge of the Court of Appeals Position 10



**REX  
ARMSTRONG**

**Nonpartisan**

**OCCUPATION:** Court of  
Appeals Judge

**OCCUPATIONAL  
BACKGROUND:** Attorney;  
adjunct law professor;  
law clerk; truck driver; logger;

warehouse worker

**EDUCATIONAL BACKGROUND:** University of Oregon, JD; University of Pennsylvania, BA

**PRIOR GOVERNMENTAL EXPERIENCE:** Pro tem judge; Supreme Court law clerk; US Attorney law clerk; Washington intern for Senator Mark Hatfield

**FAMILY:** Married; four children

### EXPERIENCED

Oregonians elected Judge Armstrong to the Court of Appeals by an overwhelming margin. He continues to serve with distinction, writing opinions in the full range of cases decided by the court. Before election, Judge Armstrong worked for 16 years representing people before Oregon courts. In its 1994 endorsement, the *East Oregonian* noted:

"[Armstrong's] wide-ranging legal experience, intellectual depth, and writing ability will be an asset to the state's judicial system."

Pendleton *East Oregonian*, 5/12/94

### RESPECTED

"I have known Judge Armstrong for almost 50 years. I supported his election to the court because I knew that he would serve Oregon well in that position. His work as a judge continues to earn my respect."

Former Senator Mark Hatfield

Judge Armstrong came to the court strongly endorsed by every newspaper in the election: *The Oregonian* (9/26/94), *Bend Bulletin* (9/30/94), *Eugene Register-Guard* (10/15/94), *Ontario Argus Observer* (5/13/94), *Ashland Daily Tidings* (10/18/94), *Albany Democrat-Herald* (10/27/94), *Daily Astorian* (10/10/94), *La Grande Observer* (10/25/94), *Coos Bay World* (10/24/94), *Baker City Herald* (10/13/94), *Willamette Week* (10/26/94), *Grants Pass Daily Courier* (10/20/94), *Salem Statesman Journal* (10/15/94).

### FAIR

"Judge Armstrong has brought a balanced and thoughtful approach to his work on the court. He deserves re-election."

District Attorney Mike Schrunk

"Judge Armstrong is committed to equal treatment of all people. I strongly endorse his re-election."

Former Justice Betty Roberts

### RE-ELECT JUDGE ARMSTRONG

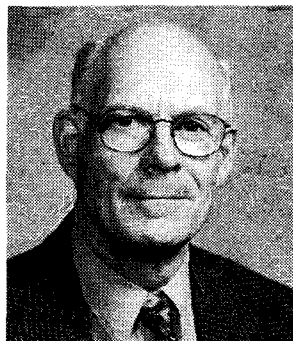
"I am honored to have been elected to serve on the Court of Appeals. I understand the important, but limited, role of judges in our governmental system, and I pledge to continue to be a fair and impartial judge and to treat everyone with respect."

Judge Rex Armstrong

*(This information furnished by Re-Elect Judge Armstrong Committee.)*



## Judge of the Circuit Court 21st District, Position 1



**ROBERT S.  
GARDNER**

**Nonpartisan**

**OCCUPATION:** Circuit Court Judge, Benton County

**OCCUPATIONAL BACKGROUND:** Appointed Benton/Linn Circuit Court, 1981; elected, 1982, 1988, and 1994; Attorney, Ringo Walton, Eves

and Gardner, Corvallis, 1974-1981; Deputy District Attorney, Multnomah County, 1970-1974; U.S. Marine Corps, 1967-1970; U.S. Department of Justice, Criminal Division, 1966.

**EDUCATIONAL BACKGROUND:** University of Pennsylvania Law School, JD, 1966; Juniata College, BA, 1963; U.S. Naval Justice School, 1967; Military Judge School, 1969.

**PRIOR GOVERNMENTAL EXPERIENCE:** Presiding Judge Benton County Circuit Court, 1997 to date; Oregon Judicial Conference Dispute Resolution Committee, 1992 to date; Linn-Benton Domestic Relations Mediation Commission Chairperson, 1991 to date; Benton County Courthouse Historical Review Committee, 1990 to date.

**COMMITTED TO COMMUNITY SERVICE:** Benton Scouting: Den Leader, Cubmaster, District Chairperson; MENTORINGWORKS, Board Member; Benton County Corrections Facility Steering Committee; Corvallis Rotary Club, 1980 to date; AYSO Soccer Referee, 1983-86; Community Mediation Services Community Peace Award, 1992; Center Against Rape and Domestic Violence (CARDV) Community Recognition Award, 1998.

JUDGE GARDNER and his wife have three grown sons. Judge Gardner is a member of Calvin Presbyterian Church.

JUDGE GARDNER IS A HARD-WORKING AND RESPECTED MEMBER OF THE LEGAL PROFESSION WITH MORE THAN 30 YEARS AS A PROSECUTOR, ATTORNEY, AND CIRCUIT JUDGE.

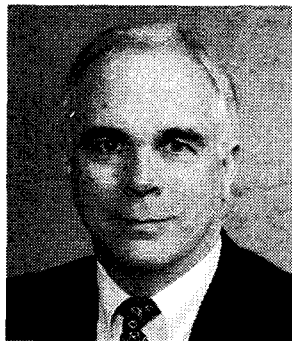
JUDGE GARDNER CONTINUES TO IMPROVE OUR COMMUNITY'S JUDICIAL SYSTEM BY REDUCING COURT DELAYS AND COSTS. Benton County Circuit Court now has programs that provide alternative, less expensive ways of resolving disputes in divorce, civil and small claim cases.

JUDGE GARDNER HAS A VERY STRONG BACKGROUND AND INTEREST IN CRIMINAL AND JUVENILE LAW. He shares this community's frustration with increased crime and actively works to address these concerns by his sentencing practices and by active involvement in various court and community efforts to reduce crime in Benton County.

Judge Gardner has earned your vote. Please retain him as Circuit Judge.

*(This information furnished by Re-elect Judge Gardner Committee.)*

## Judge of the Circuit Court 21st District, Position 3



**HENRY R.  
DICKERSON, JR.**

**Nonpartisan**

**OCCUPATION:** Circuit Judge, Benton County.

**OCCUPATIONAL BACKGROUND:** Circuit Judge, Benton County, 1998-present; District Court Judge, 1883-1998; Private Law Practice in

Corvallis, 1974-1983; City Attorney, Adair Village, Oregon; Deputy District Attorney, Benton County, 1970-1974; Sawmill and ranch labor.

**EDUCATIONAL BACKGROUND:** Willamette University College of Law, J.D.; Willamette University, B.A., Economics.

**PRIOR GOVERNMENTAL EXPERIENCE:** Circuit Judge pro-tempore, Benton and Linn Counties; Municipal Court Judge pro-tempore, City of Corvallis. Deputy District Attorney, Benton County; City Attorney, Adair Village, Oregon.

**SERVICE TO PROFESSION AND COMMUNITY:** Past President, Secretary and Executive Committee Member of the Oregon District Court Judges Association; Present member of Technology and the Courts Committee, Oregon Judicial Conference; Past Member of Executive Committee, Judicial Education Committee and Special Courts Committee of Oregon Judicial Conference; Past President, Benton County Bar Association. Past Memberships on Benton County Library Board, Benton County Community Corrections Advisory Committee, and Board of Directors of Corvallis Pastoral Counseling Center. Former Boy Scout Troop Committee Member and Cub Scout Leader.

Born in La Grande, Oregon, August 5, 1942. Raised in Burns, Oregon. Judge Dickerson and his wife, Joyce, have two children.

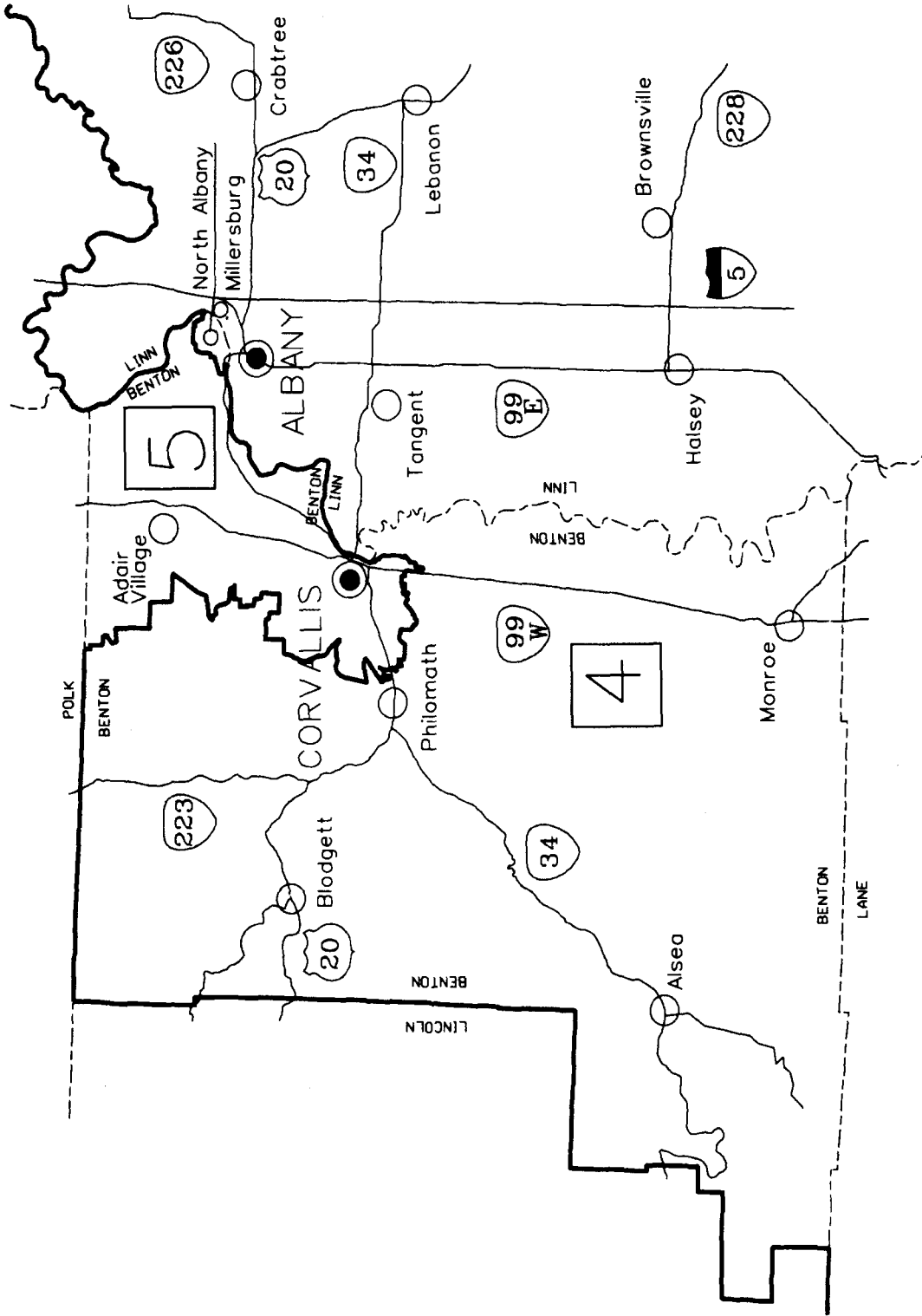
Henry Dickerson has served as a circuit and district court judge in Benton County since January, 1983. His employment and judicial background bring an experienced and balanced perspective to the bench.

Judge Dickerson understands that courts serve the public. He believes that each person appearing in court, whether litigant, attorney, law enforcement officer, witness or juror deserves fair and professional treatment. Judge Dickerson's actions confirm his belief.

Judge Dickerson has shown that criminal activity will not be tolerated and that the interests of victims must not be forgotten. He is grateful for the opportunity to serve Benton County and pledges to continue the impartial and efficient administration of justice in the Benton County Circuit Court.

*(This information furnished by Committee to Re-elect Judge Henry Dickerson.)*

# Congressional Map



## DISTRICT MAP

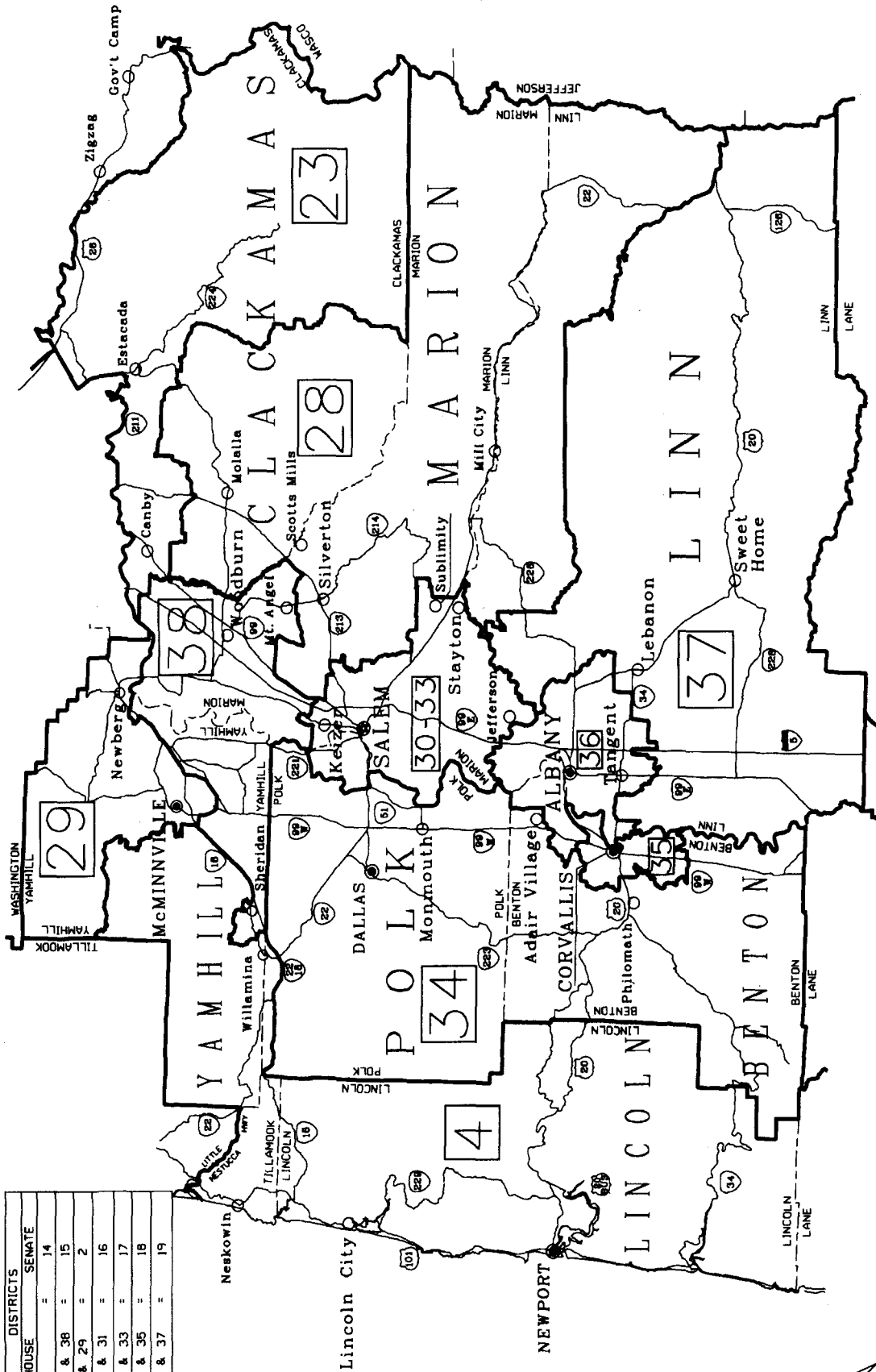
## BENTON COUNTY CONGRESSIONAL DISTRICTS

LEGEND

- CONGRESSIONAL DISTRICT BOUNDARY
- CONGRESSIONAL DISTRICT NUMBER
- COUNTY BOUNDARY



# District Map



DISTRICTS	
HOUSE	SENATE
23	= 14
28 & 38	= 15
4 & 29	= 2
30 & 31	= 16
32 & 33	= 17
34 & 35	= 18
36 & 37	= 19

## DISTRICT MAP

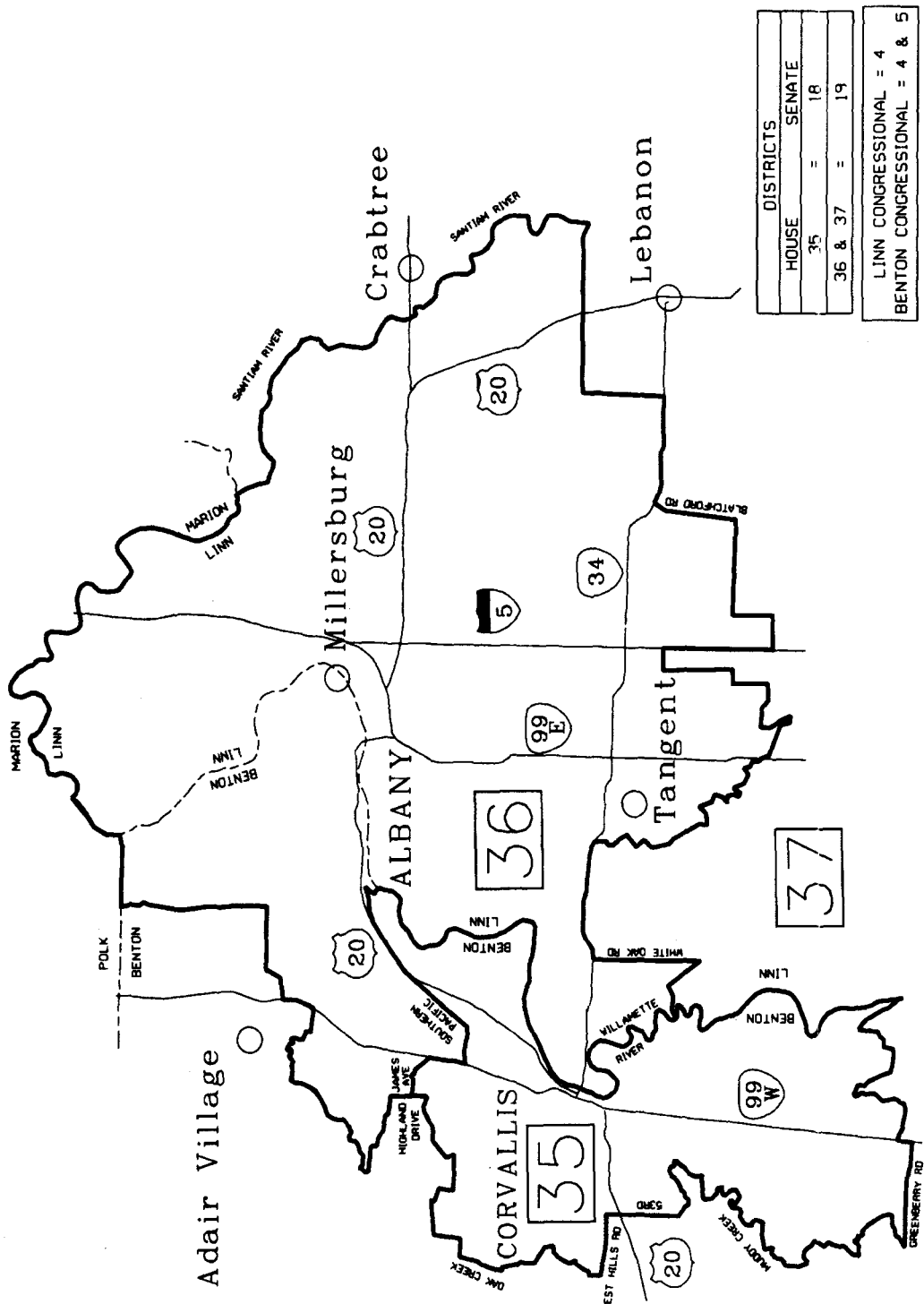
### MID-VALLEY & HOUSE DISTRICT 4

LEGEND

	HOUSE DISTRICT BOUNDARY
	HOUSE DISTRICT NUMBER
	COUNTY BOUNDARY



# District Map



DISTRICTS	
HOUSE	SENATE
35 =	18
36 & 37 =	19

LINN CONGRESSIONAL =	4
BENTON CONGRESSIONAL =	4 & 5

## DISTRICT MAP

HOUSE DISTRICTS 35 AND 36

LEGEND

- HOUSE DISTRICT BOUNDARY
- HOUSE DISTRICT NUMBER
- COUNTY BOUNDARY



# Voting Information

## VOTER REGISTRATION

### Who May Register To Vote

You may register to vote for the May 16, 2000, Primary Election if:

1. You are a citizen of the United States;
2. You will be at least 18 years old by May 16, 2000; and
3. You are a resident of Oregon.

### How To Register To Vote

To register to vote in the May 16, 2000, election, your completed voter registration card must be either:

- Postmarked by April 25, 2000;
- Delivered to a county elections office by April 25, 2000; or
- Delivered to any voter registration agency (i.e., DMV) by April 25, 2000.

### If Your Name, Mailing Address or Political Party Affiliation Has Changed

If you are currently registered to vote in Oregon but your name, mailing address or party affiliation has changed since you last completed a voter registration card, complete a new voter registration card and mail it to your county elections office.

### If Your Residence Address Has Changed

If you are currently registered to vote in Oregon but your residence address has changed since you last completed a voter registration card, complete a new voter registration card and mail it to your county elections office.

If you notify your county elections office of your change of residence address after April 25, 2000, you must request that a ballot be mailed to you or go to your county elections office to vote.

### Where to Obtain a Voter Registration Card

Voter registration cards can be obtained from any county elections office, most banks and post offices, many state agencies, and are also found in some telephone books.

## VOTE BY MAIL

### What is Vote by Mail?

Vote by Mail is a method of conducting elections. Instead of using traditional polling places where voters go to cast ballots on election day, a ballot is automatically mailed to each registered voter. The ballot is then voted and returned to the county clerk to be counted.

### When are the ballots mailed to the voters?

In Oregon, ballots can legally be mailed any time between the 18th and 14th days before the election.

### As a voter, what do I have to do?

Your ballot packet will automatically be mailed to you. Inside the packet you will find the ballot, a secrecy envelope and a return envelope. Once you vote the ballot, place it in the secrecy envelope and seal it in the pre-addressed return envelope. Be sure you sign the return envelope on the appropriate line. After that just return the ballot either by mail or at a designated drop site.

### What if I am uncomfortable voting my ballot at home?

Privacy booths are available for you to cast your ballot. There are privacy booths at your county elections office and there may be others at drop site locations elsewhere in your county. For further information, call your county elections official.

### What if I make a mistake or need a new ballot?

If your ballot is lost, destroyed, damaged or you make a mistake in marking your ballot, you may call your county elections office and request a replacement ballot. One will be mailed to you as long as you request it by May 11. After that, you may pick it up at

the elections office. If you have already mailed your original ballot before you realize you made a mistake, you have cast your vote and will not be eligible for a replacement ballot.

### What if my ballot doesn't come?

If you are registered to vote and have not received your ballot within a week after they are mailed, call your county elections office. They will check that your voter registration is current. If it is, they will mail you a replacement ballot.

### What if I have moved and have not updated my registration?

If you were registered to vote by April 25 but now have a different address, call your county elections office for instructions on how to vote.

### Do I have to return my ballot by mail?

You have the choice of mailing your ballot or returning it to any county elections office or any designated drop site in the state. The times and locations of drop sites are listed in the Voters' Pamphlet and are also available at your county elections office.

### How much postage is required to mail the ballot back?

Your voted ballot can usually be returned using a single 33¢ stamp. In those instances where additional postage is necessary, it will be clearly indicated on the ballot materials.

### When must the voted ballot be returned?

The voted ballot must be received in any county elections office or designated drop site by 8:00 p.m. on election night. Postmarks do not count!

### How do I know if my ballot is received?

You can always call your county elections office and ask if they received your ballot. A record is kept showing each voter whose ballot has been returned.

### Can anyone find out how I've voted once I mail my ballot?

No. All ballots are separated from the return envelope before the ballots are inspected. This process ensures confidentiality.

### What if I forget to sign the return envelope?

Generally, your elections office will either return it to you for signing or they will contact you, if possible, to come to the elections office to sign it. If the return envelope does not get signed before 8:00 p.m. on May 16, the ballot will not be counted.

### Can the public watch the election process?

All steps of the process are open to observation by the public. Contact your county elections official to make arrangements.

### When will election results be known?

Ballot counting cannot begin until election day. Initial results are released at 8:00 p.m. election night and will continue to be updated through election night until all ballots have been counted.

## VOTERS WITH DISABILITIES

If you are unable to vote your ballot without assistance, because of a physical disability or because you are unable to read or write, contact your county elections official. They will provide two persons to assist you in voting. In order to assure the county receives your voted ballot by Election Day, contact your county elections office early to arrange for assistance. You may also select someone else of your own choice to assist you.

A cassette edition of the Voters' Pamphlet is available for Oregonians who cannot read standard print due to a visual or physical disability. To order a cassette edition of the Voters' Pamphlet, please contact Independent Living Resources at 503-232-7411.

# County Elections Offices

## Baker

Julia Woods  
Baker County Clerk  
1995 3rd St. Suite 150  
Baker City, OR 97814-3398  
541-523-8207 TTY 541-523-8208

## Benton

James Morales  
Elections Division  
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Corvallis, OR 97330  
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## Clackamas

John Kauffman  
Clackamas County Clerk  
Elections Division  
825 Portland Ave.  
Gladstone, OR 97027-2195  
503-655-8510 TTY 503-655-1685

## Clatsop

Nicole Williams & Debbie Kraske  
Co-Acting Clatsop County Clerks  
PO Box 178, 749 Commercial  
Astoria, OR 97103-0178  
503-325-8511 TTY 503-325-9307

## Columbia

Elizabeth (Betty) Huser  
Columbia County Clerk  
Courthouse  
St. Helens, OR 97051-2089  
503-397-7214  
TTY 503-397-7246

## Coos

Terri Turi  
Coos County Clerk  
Courthouse  
Coquille, OR 97423-1899  
541-396-3121, Ext. 301  
TTY 1-800-735-2900

## Crook

Deanna (Dee) Berman  
Crook County Clerk  
300 NE. Third, Room 23  
Prineville, OR 97754-1919  
541-447-6553 TTY 541-416-4963

## Curry

Reneé Kolen  
Curry County Clerk  
PO Box 746  
Gold Beach, OR 97444  
541-247-7011, Ext. 223  
TTY 541-247-6440

## Deschutes

Mary Sue (Susie) Penhollow  
Deschutes County Clerk  
Deschutes Services Bldg.  
1340 NW Wall St.  
Bend, OR 97701  
541-388-6546 TTY 541-385-3203

## Douglas

Doyle Shaver, Jr.  
Douglas County Clerk  
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Roseburg, OR 97470-0004  
541-440-4252 TTY 541-440-6092

## Gilliam

Rena Kennedy  
Gilliam County Clerk  
PO Box 427  
Condon, OR 97823-0427  
541-384-2311

## Grant

Kathy McKinnon  
Grant County Clerk  
201 S. Humbolt St. #290  
Canyon City, OR 97820  
541-575-1675 TTY 541-575-1675

## Harney

Maria Iturriaga  
Harney County Clerk  
Courthouse, 450 N. Buena Vista  
Burns, OR 97720  
541-573-6641

## Hood River

Sandra Berry  
Dir. Assess/Rec.  
Courthouse, 309 State St.  
Hood River, OR 97031-2093  
541-386-1442

## Jackson

Kathy Beckett  
Jackson County Clerk  
Courthouse, 10 S. Oakdale Ave.  
Medford, OR 97501-2902  
541-774-6148 TTY 541-774-6719

## Jefferson

Kathy Marston  
Jefferson County Clerk  
Courthouse, 75 SE "C" St.  
Madras, OR 97741  
541-475-4451 TTY 541-475-4451

## Josephine

Georgette Brown  
Josephine County Clerk  
PO Box 69  
Grants Pass, OR 97528-0203  
541-474-5243  
TTY 1-800-735-2900

## Klamath

Linda Smith  
Klamath County Clerk  
305 Main St.  
Klamath Falls, OR 97601  
541-883-5134 or 800-377-6094

## Lake

Shirley Olsen  
Lake County Clerk  
513 Center St.  
Lakeview, OR 97630-1539  
541-947-6006 TTY 541-947-6007

## Lane

Annette Newingham  
Chief Deputy County Clerk  
135 E. 6th Ave.  
Eugene, OR 97401-2926  
541-682-4234 TTY 541-682-4320

## Lincoln

Dana Jenkins  
Lincoln County Clerk  
225 W. Olive St., Room 201  
Newport, OR 97365  
541-265-4131 TTY 541-265-4193

## Linn

Steven Druckenmiller  
Linn County Clerk  
300 SW 4th  
Albany, OR 97321  
541-967-3831 TTY 541-967-3833

## Malheur

Deborah R. DeLong  
Malheur County Clerk  
251 "B" St. W., Suite 4  
Vale, OR 97918  
541-473-5151 TTY 541-473-5157

## Marion

Alan H. Davidson  
Marion County Clerk  
Elections Division  
4263 Commercial St. SE, #300  
Salem, OR 97302-3987  
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TTY 503-588-5610

## Morrow

Barbara Bloodsworth  
Morrow County Clerk  
PO Box 338  
Heppner, OR 97836-0338  
541-676-9061 TTY 541-676-9061

## Multnomah

Director of Elections  
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Portland, OR 97214-2495  
503-988-3720  
Fax 503-988-3719

## Polk

Linda Dawson  
Polk County Clerk  
Courthouse, Room 201  
Dallas, OR 97338-3179  
503-623-9217 TTY 503-623-7557

## Sherman

Linda Cornie  
Sherman County Clerk  
PO Box 365  
Moro, OR 97039-0365  
541-565-3606  
Fax 541-565-3312

## Tillamook

Josephine Veltri  
Tillamook County Clerk  
201 Laure Ave.  
Tillamook, OR 97141  
503-842-3402

## Umatilla

Patti Chapman  
Director of Elections  
PO Box 1227  
Pendleton, OR 97801  
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## Union

R. Nellie Bogue-Hibbert  
Union County Clerk  
1001 4th St. Ste "D"  
LaGrande, OR 97850  
541-963-1006

## Wallowa

Charlotte McIver  
Wallowa County Clerk  
101 S. River St., Rm 100, Door 16  
Enterprise, OR 97828-1335  
541-426-4543, Ext. 15

## Wasco

Karen LeBreton  
Wasco County Clerk  
Courthouse, 511 Washington St.  
The Dalles, OR 97058  
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## Washington

Ginny Kinsley  
Elections Division  
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Hillsboro, OR 97124  
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## Wheeler

Marilyn Garcia  
Wheeler County Clerk  
PO Box 327  
Fossil, OR 97830-0327  
541-763-2400 TTY 541-763-2401

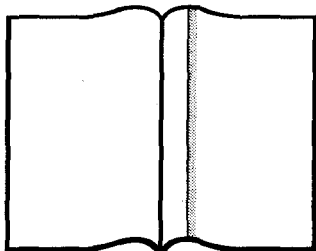
## Yamhill

Charles Stern  
Yamhill County Clerk  
Courthouse, 535 NE 5th St. Rm. 119  
McMinnville, OR 97128-4593  
503-434-7518 TTY 800-735-2900

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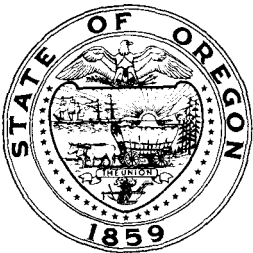
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