

# voters' pamphlet



Oregon Vote-by-Mail Special Election | **March 8, 2016**

## Index to Voters' Pamphlet

This Voters' Pamphlet is provided to give the voter additional information on measures. Your ballot will contain only those issues for which you are eligible to vote, based on where you live. The text of the statements are printed as submitted.

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## Drop Site Locations

### Bend

Deschutes Service Center  
1300 NW Wall St

(Box located on Parkway side of building)

Available 7 days a week

Election Day, Tuesday, March 8: open until 8 pm

### Drive-By Drop Site

Corner of Wall St and Lafayette Ave  
(Parking Area)

Fri & Mon, March 4 & 7, 8 am – 6 pm

Election Day, Tuesday, March 8: 7 am - 8 pm

### Deschutes County Road Department

61150 SE 27th St

Available 7 days a week

Election Day, Tuesday, March 8: open until 8 pm

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**County Clerk's Office, 1300 NW Wall St, Upper Floor, Bend – Privacy Booths Provided**

**Monday through Friday: 8 am to 5 pm**

**Election Day, Tuesday, March 8: 7 am to 8 pm**

### Remember!

All ballots must be received at an official drop site or the Deschutes County Clerk's office  
no later than 8 pm, Election Day, Tuesday, March 8

**Postmarks Do Not Count!**

# Voting Information

## Registering to Vote

To be eligible to vote in the March 8, 2016 Special Election, a completed voter registration card must be postmarked by Tuesday, February 16, 2016.

### To Register To Vote In Oregon, You Must Be:

1. A resident of Oregon.
2. A United States citizen.
3. At least 17 years of age. If you are 17 years of age, you will not receive a ballot until an election occurs on or after your 18th birthday.

### You Must Update Your Registration If:

- Your residence or mailing address changes.
- Your name changes.
- You wish to change your party affiliation.
- Your signature changed.

**Important Note:** If you have moved or your name has changed and you have not yet updated your registration, you are still eligible to vote. Contact the Deschutes County Elections office, 541-388-6547 for further information.

### Voters With Disabilities:

If you are unable to vote your ballot without assistance, contact the Deschutes County Elections office at 541-388-6547. We will provide two persons to assist you in voting. To assure your voted ballot is received by election day, contact the 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. To order, please contact Independent Living Resources at 503-232-7411 or TTY 503-232-8408.

## Voting Instructions

### Check Your Ballot!

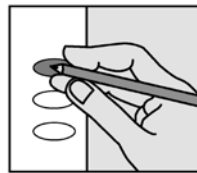
To vote you must blacken the oval (●) completely with a pen (black or blue ink).

To write-in a name — Write the name on the solid line and fill in the oval (●) to the left of the write-in line.

**Remember, if stated on your ballot, vote both sides of your ballot.**

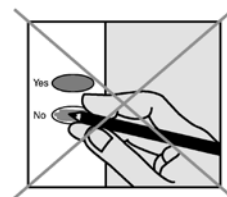
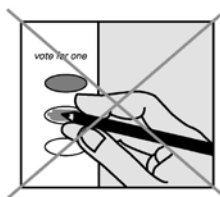
## check your ballot!

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



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

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



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

Contact Deschutes County Elections office at 541-388-6547 to request a replacement ballot if:

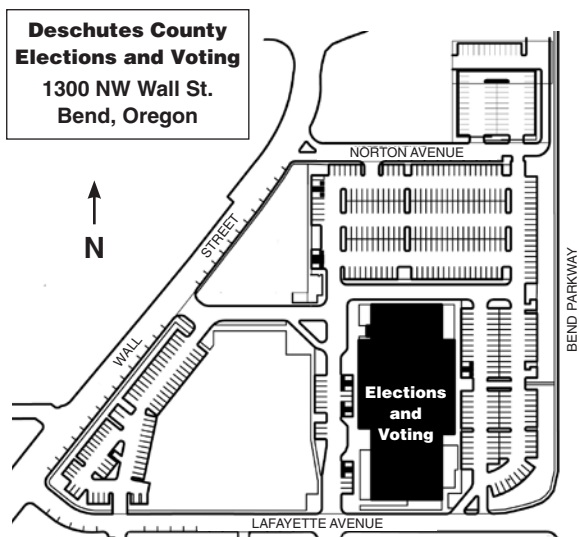
- you make a mistake
- your ballot is damaged or spoiled
- your ballot is lost

or for any other reason.

1-866-ORE-VOTE (se habla Español)

[www.oregonvotes.gov](http://www.oregonvotes.gov)

TTY 1-800-735-2900



# Measure 9-105 City of Bend

## Ballot Title

# 9-105

### Motor Vehicle Fuel Tax

**QUESTION:** Should Bend impose a 5-cent per gallon fuel tax for street maintenance and repair and seek reauthorization in 2026?

**SUMMARY:** This measure, if approved, would authorize Bend to impose a tax on motor vehicle fuel sold within the City. The 5-cent per gallon tax would provide funding for preservation of City streets, including repair and maintenance. Proceeds could only be used for street preservation purposes. City streets include bike-lanes, sidewalks and curb ramps.

Proceeds from the tax, if approved, would be used as part of Bend's Pavement Preservation Program, which performs pavement maintenance to avoid more costly street reconstruction and replacement.

If approved, the measure would take effect on July 1, 2016. If the measure is adopted, the fuel tax would expire if not reauthorized by the City's voters by June 30, 2026.

## Explanatory Statement

The measure, if approved, would authorize the City of Bend to impose a motor vehicle fuel tax at the rate of 5-cents per gallon for motor vehicle fuel sold or delivered in Bend.

The proceeds would be dedicated to support preservation of Bend's streets by repair and maintenance. Every dollar spent on street preservation saves up to \$5 for rehabilitation and \$12 on reconstruction. While the program focuses on maintenance, some proceeds from the tax, if approved, could be spent on rehabilitation and reconstruction.

Street maintenance is currently mostly funded by the City's share of state fuel tax funds. This funding source has failed to provide sufficient funds to maintain city streets. Under Oregon law, net revenues from fuel taxes may be spent only on construction, reconstruction, improvement, repair, maintenance, operation and use of City streets.

Proceeds from the tax, if adopted, would be used as part of Bend's Pavement Preservation Program, which performs pavement maintenance to avoid more costly street replacement.

Presently 24 cities in Oregon have adopted a motor vehicle fuel tax.

If approved, the measure would take effect on July 1, 2016. If the measure is adopted, the fuel tax would expire unless reauthorized by the City's voters by June 30, 2026.

*(This information furnished by Robyn Christie, City Recorder, City of Bend.)*

## Argument in Favor

### A fuel tax is the cheapest and fairest solution for residents and business to address our crumbling roads.

Bend's very low tax rate, which hasn't been increased since 1981 and is one of the lowest in the state, has led to a chronic shortage of funds for road repair.

In 2009, the cost to address our backlog of road repairs was \$30 million. Since then, that number has grown to \$80 million and will continue to increase exponentially each year we do not find a dedicated funding source for street maintenance.

It's a simple concept—keep good roads good or pay nearly double to bring a poorly maintained road back up to good condition. This means that every year we wait to find a dedicated funding source for roads, residents and businesses watch their total bill for road repairs tick higher.

### **Voting yes on this fuel tax measure is the cheapest way and fairest way to fix our roads. Here's why:**

- Funding road repairs now by voting yes in this March election means we can begin repair and maintenance work this summer, **reducing the cost to residents and businesses** of waiting any longer to fix our roads.
- A fuel tax is a **fair user fee**. Drivers who use roads help pay to maintain them.
- A fuel tax **captures visitor dollars**, ensuring that everyone who uses our roads pays to maintain them—not just local taxpayers.
- Fuel tax funds **will be used exclusively for road and repairs and maintenance**. Once a significant portion of repairs has been completed, the tax is set to sunset in 2026 unless re-approved by voters.

A good road system helps to attract new business, maintains our quality of life and is cheaper to maintain over time. **Join us in voting yes.**

Thank you,

Neil Bryant  
Mike Hollern  
William Smith  
Amy Tykeson

*(This information furnished by William Smith.)*

*The printing of this argument does not constitute an endorsement by the County of Deschutes, nor does the county warrant the accuracy or truth of any statement made in the argument.*

# Measure 9-105 Arguments

## Argument in Favor

### Good Roads Save Lives

As emergency responders we're on the streets every day, and in our work seconds count.

Every time we dodge a pothole it slows us down, and it prevents police officers and firefighters from reaching those in need as fast as we can.

Bend deserves the best our emergency responders can provide, and good roads mean better response times.

Investing in our streets is simply a critical component to keeping Bend residents safe.

That's why police officers and firefighters support the Bend Motor Vehicle Fuel Tax.

The tax will cost the average motorist about \$2.50 a month, but this investment pays great dividends for the safety and well being of our community.

Good roads save lives and we urge you to join us in voting yes on Measure 9-105.

Respectfully,  
Trish Connolly, International Association of Firefighters, Local 227  
Leo Lotito, President, Bend Police Department Association

*(This information furnished by Trish Connolly, International Association of Firefighters, Local 227.)*

## Argument in Favor

### An Investment in our Future

Bend is a special place, and we must work hard to keep it that way.

We live here because we believe this is one of the best communities in the nation—we celebrate family, recreation, natural beauty and our love of the outdoors everyday. We know our values and lifestyle will continue to attract more families, businesses, and users of our roads.

**We may not be able to slow growth, but we can do our best to protect the livability of Bend.**

Today, our roads are deteriorating with a significant increase in use. We experience the effects as large potholes, wide cracks and spiderwebs of broken concrete. These hazards break vehicles, create congestion, and prevent the smooth flow of people and commerce in our city. All of this will cost more to fix the longer we wait to address it.

**This fuel tax gives us an opportunity to fund our city's long-delayed road improvement projects—which are more important than ever with increased use of our streets.**

By voting yes on Measure 9-105 and investing in our streets now, we help ensure that continued impacts from visitors and residents alike will not overwhelm us. A fuel tax gives us an essential strategy for funding repair and improvement of our transportation infrastructure. Your vote helps ensure our roads will be brought up to a standard worthy of this vibrant community, made even stronger through this responsible investment in our future.

**Please join us in voting yes on Measure 9-105.**

Signed,  
Bruce Abernethy, Former Mayor  
Cheryl Howard, Founding Member Bend Neighborhood Associations  
Vic Martinez, Board Member of Bend Chamber of Commerce and Bend 2030 Chair  
Mike Riley, Bend Resident  
Molly Scofield, CEO Handsell and Looking Forward Board Member  
Kirk Schueler, CEO Brooks Resources Corporation  
Peter Werner, Attorney  
Ruth Williamson, former Bend Park and Recreation District and Bend 2030 board member

*(This information furnished by Ruth Williamson.)*

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# Measure 9-105 Arguments

## Argument in Favor

### WE NEED A LOCAL FUEL TAX TO FIX OUR STREETS! TIRED OF HITTING POTHOLES?

Street maintenance has not kept pace with the growth of our City. We see lots of potholes and cracks as our 840 miles of streets continue to deteriorate. When needed pavement repairs are delayed, complete road reconstruction is often necessary—a very expensive option. We must take better care of the streets we all use every day.

### KEEP BEND A SPECIAL CITY

We know of other Cities that have let their streets go bad. None of us wants that to happen here. Pothole hazards and crumbling pavement are hard on everyone's vehicles, slow Police and Fire responses, and are bad for Bend businesses.

The revenue from a fuel tax will be fully dedicated to road repairs and added to the existing, but very limited, revenue currently available. An extensive year-long budget adjustment effort by the City Council has prioritized more revenue for street preservation. However, this effort has shown that additional funding from a fuel tax is the best long-term way to solve the problem.

With this dedicated funding, the City will be able to bring the pavement up to a sustainable condition. Spending more on maintenance will avoid tens of millions to rebuild streets that have totally failed.

### HOW MUCH WILL IT COST?

A 5-cent tax amounts to only about two dollars a month for the average driver. More importantly, visitors and tourists would help pay for repairing the roads they use. Such a small fuel tax is the fairest way to get our streets fixed, and help shift this burden from Bend property taxpayers.

### PLEASE JOIN US IN VOTING YES ON MEASURE 9-105

Jim Clinton, Mayor  
Sally Russell, Mayor Pro Tem  
Doug Knight, City Councilor  
Nathan Boddie, City Councilor  
Barb Campbell, City Councilor

*(This information furnished by Jim Clinton, Bend City Council.)*

## Argument in Opposition

It is wrong that a majority of the Bend City Council are asking you, the citizens of Bend, to tax yourselves an additional 5 cents per gallon for fuel. Bend will then tie Eugene as having the highest fuel tax in Oregon. They want us to falsely believe the city isn't receiving enough tax money to fix the roads. We believe otherwise.

Tax collection increases are projected to enhance Bend's General Fund this year and next by over \$9 million due to the rising economy of our community. The city has also identified over \$5 million from existing revenue that can also be dedicated to road repairs. These identified tax funds are more than enough to accomplish repairs without cuts to basic services, such as fire and police functions. It is nearly impossible for the city to attempt more than \$6 million of repairs in one year, and accommodate every day road usage without traffic chaos.

The city council members who voted to put the tax measure on this March's ballot rejected an option to simply wait two months and place it on the May primary ballot for free; but instead chose to spend up to \$70,000 of your tax money with this special election. These councilors are misleading the voters, are not being responsible with our tax dollars, and are pitting motorists, cyclists, and pedestrians against each other. This is poor transportation planning. Clearly, they are not spending your tax money wisely. It appears it is far too easy to ask for more tax than do the hard work of seeking savings within the budget and developing a reasonable transportation funding plan for the city.

We feel the roads need to be repaired but this regressive tax will only hurt lower and fixed income citizens at a time when the cost of living has become a burden for many.

*(This information furnished by John P. Philo, Deschutes County Republican Party.)*

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# Measure 9-105 Arguments

## Argument in Opposition

As a former Bend City Councilor and a small business owner, I understand the city’s budget and the need to prioritize spending decisions. I am voting no on the fuel tax for the following reasons:

The city can and should maintain our streets without a new tax. After initially reducing the money spent on paving, the City Council recently “found” enough money to begin improving our streets this year without a new tax. With growing city revenues, the Council should continue to treat streets as a priority for existing funds, and not ask taxpayers for even more.

The proposed tax would be the highest fuel tax in the State of Oregon, tied with Eugene. The vast majority of cities in Oregon do not have a city fuel tax at all. Bend should learn from other cities how to better prioritize its spending, rather than sticking Bend drivers with the highest gas tax rate in the state outside Eugene.

Higher gas taxes hurt people who are struggling with Bend’s high cost of living. We all know that it’s not cheap to live in Bend. With soaring housing prices, the last thing many families need is to pay more to fill up. If we are going to make Bend more affordable, the last thing we should do is raise taxes on people who are struggling most.

A higher gas tax is really just a subsidy for Council pet projects and administrative costs. The city already receives approximately \$4.5 million per year from the state gas tax, but only plans to use a fraction of that for paving. More gas tax revenue will simply allow the City Council to shift other funds away from paving to pay for things like more staff, a new City Hall, City Councilor pay increases, and other pet projects.

Tell the City Council to live within its means and prioritize fixing our streets. Vote no on the fuel tax.

*(This information furnished by Scott Ramsay.)*

## Argument in Opposition

I am an attorney representing people in Bend with child custody, divorce, domestic abuse and other family issues. I am a proud life-long Democrat. Democrats stand for protecting the vulnerable, and for giving a voice to people who otherwise would be unheard. That’s why, as a matter of fairness, I oppose the Bend gas tax.

The Bend gas tax will hurt people who can least afford to pay more at the gas station. These are the same people who are being hammered by Bend’s affordable housing crisis. Our leaders say they want to make Bend more affordable, but Bend’s proposed gas tax does just the opposite. It will make life even harder for the least fortunate in our community.

Every day, I work with people for whom every dollar makes a big difference. They don’t go to City Council meetings or serve on city committees. They are too busy trying to work one or more jobs, raise children, and otherwise make ends meet. Their voices are rarely heeded by our elected leaders.

It is inexcusable that the City Council is spending between \$60,000 and \$70,000 to hold a special election in March, rather than holding an election for free during the primary or general election this year. More people – especially more people of limited means – vote in primary and general elections. By paying extra to hold a special election, the City Council is ensuring that the voiceless in our community remain mute.

These are not the people who should bear the brunt of fixing Bend’s streets. They deserve better from their city government. I urge you to vote no on the Bend gas tax.

*(This information furnished by Kelly Hansen.)*

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