

CLACKAMAS COUNTY



VOTERS' PAMPHLET

**SPECIAL ELECTION
NOVEMBER 4, 1997**

**JOHN KAUFFMAN
COUNTY CLERK**



CLACKAMAS COUNTY

Office of the County Clerk

JOHN KAUFFMAN
CLERK

102 11TH STREET
OREGON CITY, OR 97045
(503) 655-8698
FAX (503) 650-3563

November, 1997

Dear Clackamas County Voter:

This Voters' Pamphlet contains information designed to assist you in voting. It contains ballot titles, explanatory statements and arguments pertaining to nine measures which are on the ballot, November 4, 1997, in Clackamas County. Two measures are county-wide, four are city measures, two are school measures and one is an annexation.

Please remember, in order to vote on certain measures, you must be a resident of the city or special district which has placed the measure on the ballot. Your vote-by-mail ballot, therefore, will not contain all of the measures listed in this Voters' Pamphlet.

Arguments for and against the measures are printed in the order in which they were received.

Your voted ballot must be received in the Elections Office, 825 Portland Ave., Gladstone, OR, by 8:00 PM on election night to be counted. Post mark does not count. If you prefer, instead of mailing your ballot, you may take it to one of the Drop Site Locations listed on page 4 of this pamphlet.

A calendar of election events for 1998 appears on page 21. Please keep this calendar so you will know when measures must be filed and when you may submit an argument supporting or opposing a measure which will appear on our ballot in Clackamas County in 1998.

Information about cable access for election night results is on page 14. The address for internet access is on page 22.

If you have any questions about this election, or the elections process, please call the Elections Office at (503) 655-8510.

Sincerely,

A handwritten signature in cursive script that reads "John Kauffman".

John Kauffman
Clackamas County Clerk

BOARD OF EQUALIZATION
102 11TH STREET
OREGON CITY, OR 97045
(503) 655-8662
FAX (503) 650-3563

ELECTIONS DIVISION
825 PORTLAND AVENUE
GLADSTONE, OR 97027
(503) 655-8510
FAX (503) 655-8461

PRINTING DIVISION
2100 S. KAEN ROAD
OREGON CITY, OR 97045
(503) 655-8337
FAX (503) 557-5883

RECORDING DIVISION
807 MAIN STREET - ROOM 104
OREGON CITY, OR 97045
(503) 655-8551
FAX (503) 650-3035

RECORDS MANAGEMENT DIVISION
999 LIBRARY COURT
OREGON CITY, OR 97045
(503) 655-8323
FAX (503) 655-8195

VOTER REGISTRATION INFORMATION

YOU MAY REGISTER TO VOTE IF:

1. You are a citizen of the United States
2. You will be 18 or older on election day and
3. You are a resident of Oregon.

YOU MUST UPDATE YOUR REGISTRATION IF:

1. Your residence or mailing address changes
2. Your name changes or
3. You wish to change political affiliation.

To be eligible to vote you must be registered by the close of business on the 21st day before an election.

If you have any questions on registration or updating your registration, contact:

**CLACKAMAS COUNTY ELECTIONS
825 PORTLAND AVENUE
GLADSTONE, OR 97027-2195
PHONE: 655-8510
TTY/TDD: 655-1685**

Registration cards are located in DMV offices, post offices, libraries and other locations throughout the county. Call 655-8510 for the location nearest you.

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M E A S U R E S

Measure arguments printed as filed.

DROP SITE LOCATIONS

In every vote-by-mail election since November, 1995, ballot boxes have been made available in Public Libraries for voters to deposit their ballots instead of mailing them. Libraries were chosen because of convenient hours and locations. We are providing the same service for the November, 1997 election. Current hours (as of publication) are given below. Phone numbers are provided in case you wish to confirm the hours.

Canby Public Library

Phone: 266-3394

M, T 12:00 pm - 8:00 pm
W, Th 12:00 pm - 6:00 pm
F, Sat 10:00 am - 4:00 pm
Sun CLOSED

Molalla Public Library

Phone: 829-2593

M - Th 10:00 am - 8:00 pm
F 10:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun CLOSED

Clackamas Corner (County)

Phone: 652-2640

Mon CLOSED
T - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Oak Lodge Library (County)

Phone: 655-8543

Mon CLOSED
T - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Estacada Public Library

Phone: 630-8273

Mon CLOSED
T - Th 10:00 am - 8:00 pm
Fri 10:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

Oregon City Public Library

Phone: 657-8269

M - W 11:00 am - 8:00 pm
Th - Sat 11:00 am - 5:00 pm
Sun CLOSED

Gladstone Public Library

Phone: 656-2411

M - Th 11:00 am - 9:00 pm
F, Sat 11:00 am - 5:30 pm
Sun CLOSED

Sandy Public Library

Phone: 668-5537

M - W 10:00 am - 8:00 pm
Th, F 10:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

Lake Oswego Public Library

Phone: 636-7628

M - Th 10:30 am - 9:00 pm
F, Sat 10:30 am - 5:30 pm
Sun 12:30 pm - 5:30 pm

West Linn Public Library

Phone: 656-7853

M - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

Ledding Library of Milwaukie

Phone: 786-7580

M - W 12:00 pm - 8:00 pm
Th - Sat 12:00 pm - 5:30 pm
Sun 1:00 pm - 5:00 pm

Wilsonville Public Library

Phone: 682-2744

M - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 5:30 pm
Sun 1:30 pm - 5:00 pm

WEST LINN-WILSONVILLE SCHOOL

Measure No. 3-96**BALLOT TITLE****AUTHORIZES ISSUANCE OF GENERAL OBLIGATION BONDS.**

QUESTION: Shall West Linn-Wilsonville School District issue general obligation bonds totaling \$51,250,000 to make additions and improvements to its facilities? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

SUMMARY: This measure may be passed only at an election with at least a 50 percent turnout. Bond funds will be used to (1) provide mechanical, electrical, architectural, roofing, energy and technology improvements and ADA compliance at all existing schools other than Wilsonville High; (2) remodel Bolton as a long term primary school and construct new primary in Wilsonville; (3) acquire land; (4) complete Phase II construction of Rosemont Ridge Middle School; (5) renovate West Linn High. The bonds will mature over a period not exceeding 20 years from issuance date and may be issued in one or more series.

EXPLANATORY STATEMENT**WHY?**

West Linn-Wilsonville schools are bulging at the seams because of tremendous growth our communities have experienced. The number of students between 1991 and 1997 has grown by more than 1,500 – enough to fill three elementary schools. The District now has more than 7,000 students, with a projection of nearly 12,000 by the year 2015.

Since Measure 5 passed in 1990, the State's funding formula has significantly cut the amount of per-student funds, resulting in an accumulated \$10 million reduction for capital projects, programs and services. Now, the District faces several issues in its older buildings and coupled with rapid growth has literally run out of classrooms. Enrollment at all elementary schools currently exceed capacity.

Although the District has saved more than \$10 million over the last six years by downsizing and conserving resources, those savings have been spent and ultimately depleted to preserve instructional programs.

WHAT?

The School Board has developed a \$51.25 million bond that would provide its current and future students with quality programs and safe learning environments. It is comprised of five components:

- **Physical improvements to existing facilities** for mechanical, electrical, architectural, roofing, ADA, energy and technological infrastructure. Since the District deferred spending money on capital projects, many of the buildings need serious renovations and upgrades.
- **Completely remodel Bolton into a long-term primary school and construct a new primary in Wilsonville.** When Rosemont Ridge opens, Bolton will need to be converted into a primary school to accommodate existing growth in West Linn. A third primary school is needed to handle growth and projected enrollment in Wilsonville.
- **Land acquisition to accommodate new school construction.** All sites would be owned by the District in Wilsonville, West Linn and rural Clackamas County and meet current urban growth boundary, zoning, and densities for build-out according to long-range plans. Specifically: acquire thirty acres in Wilsonville for a future primary school and middle school and a six-acre parcel between Athey

Creek Middle School and Stafford Primary School for additional parking, athletic fields, etc.

- **Complete Phase II of Rosemont Area Middle School,** increasing student capacity to 700 students. Voters approved money in 1992 to build a new middle school but due to siting issues, construction will not begin until next spring. Approval of this bond allows the District to incorporate Phase II into construction timelines.
- **Renovate West Linn High School** including seismic, electrical, mechanical, roofing, ADA, technology and remodeling current classrooms, facilities, fields and parking to contemporary standards. The 1923 wing of the building will be reconstructed, the 1960 wing will be redesigned plus energy conservation, technology upgrades, ADA required upgrades, mechanical system overhaul and classroom renovation.

HOW MUCH?

This bond measure would cost the property taxpayer an estimated average of 94 cents per \$1,000 of assessed value. On a \$100,000 home the estimated yearly tax will be \$94 or approximately \$7.85 a month.

Submitted by

Roger L. Woehl
West Linn-Wilsonville School District

WEST LINN-WILSONVILLE SCHOOL

Measure No. 3-96

ARGUMENT IN FAVOR

VOTE YES FOR STRONG SCHOOLS ... STRONG FUTURE

OVERCROWDED CONDITIONS:

In only six years, enrollment in the West Linn-Wilsonville School District has grown by nearly 1,500 students ... enough to fill three elementary schools.

Our young people began the 1997-98 school year in packed classrooms:

BOECKMAN CREEK PRIMARY At enrollment capacity
CEDAROAK PARK PRIMARY At enrollment capacity
SUNSET PRIMARY Exceeded enrollment capacity
WILLAMETTE PRIMARY Exceeded enrollment capacity
WILSONVILLE PRIMARY Exceeded enrollment capacity
STAFFORD PRIMARY Exceeded enrollment capacity
ATHEY CREEK MIDDLE SCHOOL ... Exceeded enrollment capacity
BOLTON MIDDLE SCHOOL Exceeded enrollment capacity

Current enrollment is more than 7,200 students with a projection of nearly 12,000 students by the year 2015!

SAFETY OF OUR CHILDREN DEPENDS ON BUILDING RENOVATIONS:

Some of our children are learning in buildings that were built 60 and 70 years ago, and safety is a key concern.

When Measure 5 passed, the District managed with a nearly \$10 million reduction in funds ... but to maintain quality teaching staffs and programs, building maintenance and repair was deferred.

We now need:

- Roof and infrastructure renovations
- Electrical system improvements to handle technology upgrades
- Seismic corrections to make buildings safer from earthquakes
- Upgrades required by the Americans with Disabilities Act

ADAPTING TO GROWTH:

To meet current and future enrollment we need:

- More primary and middle school classrooms
- Land purchases now while suitable land is available and affordable

PROTECTING OUR PAST INVESTMENT:

We need to renovate now to maintain the community's investment in our school buildings.

A SOLID INVESTMENT FOR THE FUTURE:

Measure 3-96 would cost the property taxpayer only 94 cents per \$1,000 of assessed value. On a \$100,000 home, the estimated yearly tax will be \$94 or approximately \$7.85 a month.

YOUR YES VOTE MAKES THE DIFFERENCE:

We urge you to support West Linn-Wilsonville schools and the future of our communities by voting YES ON MEASURE 3-96. Vote YES for our community. Vote YES for our children.

Submitted by

Susan Cassidy and Susan Tate
Coalition For Excellent Schools

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

ARGUMENT IN FAVOR

MEASURE 3-96 IS A WELL-RESEARCHED AND REASONABLE RESPONSE TO CONTINUING GROWTH IN OUR COMMUNITY AND DEMAND ON SCHOOL FACILITIES.

Measure 3-96 is an investment in our community. Its passage will ensure that our buildings are safe, our schools keep pace with continuing growth and that past investments in our school buildings are protected.

The Measure's Foundation: In 1994, the school district commenced a long term study of the district's building, which included the following elements:

- public meetings to solicit and gather community input;
- examination of current buildings to determine optimal "education capacity" and "overload capacity;"
- architectural and engineering studies of existing buildings to determine needed repairs and upgrades to structures and roofs and electrical, heating, ventilation and telecommunications systems to ensure safe and energy efficient buildings and to satisfy the Americans with Disabilities Act and updated building and seismic codes;
- projection of future enrollment based on continued development of the current urban growth area through the year 2015;
- determination of additional schools needed to meet projected enrollment.

In 1995, the school district published the study's results in a Long Range Facilities Plan. In 1997, an additional review of facility needs at West Linn High School was undertaken.

Trigger reached: The Plan also established "triggers" to identify when additional investment in buildings should be made. The school district reached the first such trigger this year when "educational capacity" was met or exceeded at all primary and middle schools, but one.

Community input: Beginning in March 1997, the School Board and district administrators attended more than 30 community meetings to discuss the Plan and buildings needs with voters. At these meetings, the School Board received advice on projects to include in a bond and was encouraged to submit a bond measure to voters. On July 28, 1997, the School Board unanimously referred Measure 3-96 to voters.

Please vote yes on Measure 3-96.

Gary Mittelstaedt
Nancy Stuart
Greta Sheppard
Mike Gates
Jeff Chicoine

West Linn-Wilsonville School Board

Submitted by

Jeffrey P. Chicoine
West Linn-Wilsonville Coalition for Excellent Schools

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WEST LINN-WILSONVILLE SCHOOL

CITY OF OREGON CITY

Measure No. 3-96**Measure No. 3-97****ARGUMENT IN FAVOR**

Yes on 3-96

and

Yes on 52!

Our Local Schools Need Both!

There are two school measures on your November mail-in ballot – and both are very important. Our schools need your Yes vote on Measure 3-96 and Measure 52 – the statewide lottery-backed bonds for Oregon's schools!

Both Measures help our local schools. There are several ways in which Measure 52 is different – and important:

- **Measure 52 is a statewide measure that benefits our local schools, and all school districts in each region of the state** – The proceeds of Measure 52 bonds are distributed to all school districts according to enrollment. Our schools are guaranteed to get their fair share.
- **Measure 52 pays for books, repairs, technology and other vital things that other bonds can't** – New laws governing local bond measures prohibit them from being used for replacing worn or outdated books, new computers or other technology and many vital repairs like leaky roofs. Measure 52 bonds can be used for these things.
- **Measure 52 comes from lottery dollars, not property taxes** – Measure 52 is a great way to have the Oregon Lottery work for our schools! These bonds will be repaid from lottery income.

Our local schools need both Measure 3-96 and Measure 52!

Say "Yes – Yes" to our schools!

Yes on Measure 52

Lottery Dollars for Local Schools

Submitted by

Eric F. Iverson

**NO ARGUMENTS AGAINST
THIS MEASURE WERE FILED.**

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BALLOT TITLE

CITY OF OREGON CITY, OREGON GENERAL OBLIGATION BOND AUTHORIZATION

QUESTION: Shall the City issue general obligation bonds not exceeding \$4.7 million to make improvements to its firefighting facilities, vehicles and equipment? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

SUMMARY: This measure may be passed only at an election with at least a 50 percent turnout. Bond proceeds will be used to:

- (1) construct, equip, furnish, and acquire land for, a new South End Station;
- (2) remodel, equip and furnish Stations 203 and 204;
- (3) acquire firefighting vehicles and equipment; and
- (4) acquire land for a future fire station.

The bonds will mature over a period not exceeding 20 years from issuance date and may be issued in one or more series.

EXPLANATORY STATEMENT

The Main Fire Station, Station 204, was constructed in 1923 and has been determined by structural engineers to be unsafe and does not meet the requirements of the American With Disabilities Act (ADA). Fire Station 203, located at Clackamas Community College, also needs to be renovated to meet ADA and Fire Code requirements. Land would be purchased for a new fire station in the South End neighborhood in accordance with the Oregon City Fire Department's Strategic Plan, which was accepted by the City Commission, to meet growth needs and response times. The response times in this area are over 10 minutes. Response times throughout the City would be improved. Over 65% of the Fire Department responses are medical calls; it is the goal of the Fire Department to respond in 4 to 6 minutes from the time the 9-1-1 call is initiated.

If approved by the voters, this measure will authorize the issuance of not more than \$4.7 million of General Obligation bonds to finance the cost of purchasing land, constructing, equipping and furnishing of one new station; remodeling, renovating, expanding, equipping and furnishing Fire Station 203 and Fire Station 204; acquiring land for future fire service needs; and, upgrading and acquiring firefighting vehicles and equipment.

The bonds would mature not more than 20 years from their issuance and would be paid from an annual property tax levy upon all taxable property within the City, but only in an amount necessary to meet such payments. It is estimated that the cost of the \$4.7 million bond to an individual taxpayer will be approximately \$0.43 per \$1,000 assessed valuation. Based on a home valued at \$100,000, the cost per year would be \$43.00 or \$3.58 per month.

Submitted by

James X. Davis, Fire Chief
City of Oregon City

CITY OF OREGON CITY

Measure No. 3-97

ARGUMENT IN FAVOR

We are your Oregon City Firefighters. We represent the line firefighters and company officers of your fire department. We don't work in City Hall; we work in big red trucks. We don't wear coats and ties; we wear canvas pants with red suspenders. We work with tanks of air on our backs. When your cooking oil over-heats and sets your kitchen cabinets on fire or your mother-in-law has a stroke, we are the people that arrive to deal with the situation. We know the nuts and bolts of the emergency services that you pay for with your tax dollars because we are those nuts and bolts.

The time has come for us to ask you for help. Our fire department facilities and equipment are in desperate need of renovation and replacement. We know. We sleep at night in the circa 1923 main station, knowing that a structural engineer has determined it to be unsafe. We still drive the 25 year old fire engine. We watch new development challenge our ability to catch a fire in its early stages or restore the oxygen supply to a heart attack victim's brain before irreversible damage is done.

The bond issue before you is the product of a joint effort by citizens, community leaders, city staff and firefighters. We believe it is a financially responsible solution to the needs of Oregon City. Help us help you. Vote Yes on Measure 3-97.

Submitted by

Richard Hanna

Oregon City Paid Firefighter's Association

ARGUMENT IN FAVOR

Taxes! Who doesn't hate them? If you want to start a lively debate in almost any group, try to decide which social service is worth its tax dollar and which isn't. Taxes are personal sacrifice for social good. The trouble is, personal sacrifice is easy to identify while social good is harder to agree on.

Ask that hypothetical group to name its top social priorities, though, and chances are good that emergency fire and medical services will rank high. We seem to agree that the services provided by your fire department are exactly the services that we should band together to support in our community.

The Oregon City Fire Department needs some of that support now. As fire service providers in the districts surrounding Oregon City, the firefighters of Local 1159 of the IAFF have watched as OCFD responsibilities have increased and OCFD assets have diminished.

The city has grown in size and valuation at an amazing rate. New neighborhoods sprout like mushrooms and established neighborhoods fill in any open lots. Commercial development is converting open fields to business parks.

During the same time, OCFD staffing has shrunk by nearly one third. The 30 full time employees in 1977 have shrunk to 21 employees in 1997. Equipment and buildings also need attention.

A blue-ribbon panel of city leaders, citizens, municipal staff and firefighters has answered the hard questions about what form that support should take. Ballot Measure 3-97 is the result of their work. Your community needs a high quality fire department. This is how tax money should be spent. Vote Yes on Measure 3-97.

Submitted by

Richard Hanna

Professional Firefighters of Clackamas County

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

CITY OF OREGON CITY

CITY OF CANBY

Measure No. 3-97**Measure No. 3-98**

ARGUMENT IN FAVOR

VOTE YES FOR FIRE PROTECTION

Ballot Measure 3-97 enables to City of Oregon City to upgrade and expand its Fire Department emergency response services to levels that meet the expectations of the community.

This bond will provide funds to ...

- Upgrade the Main Fire Station on 7th Street to prevent collapse during an earthquake and to meet the standards of the American Disabilities Act.
- Upgrade the College Fire Station on Molalla Avenue to current buildings codes and American Disabilities Act requirements, and to establish an Emergency Operation Center in the event of a major disaster, like a flood or an earthquake.
- Build a new facility increasing protection for the South End/Central Point areas, where current response times can be in excess of ten minutes.
- Replace current fire apparatus and equipment, some of which is nearly 25 years old.

The Oregon City Fire Department responds not only to fires, but to medical emergencies and motor vehicle accidents. New equipment will provide the Oregon City Fire Department with the newest emergency response technology. The citizens of Oregon City deserve the greatest service and care available. The cost of the bond per household per month pales in comparison to the cost of personal property, a home, or a life. At \$3.50 a month for a \$100,000 home, it is cheaper than an evening movie. Your 'YES' vote provides the necessary structural repairs and equipment purchases. Your 'YES' vote is reassurance that you will be aided promptly and efficiently in an emergency. It is imperative to vote 'YES' for your safety and the safety of your community.

Please vote 'YES' for Ballot Measure 3-97.

Submitted by

David Adelhart and Mike Levine
Yes for Fire Protection

**NO ARGUMENTS AGAINST
THIS MEASURE WERE FILED.**

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

BALLOT TITLE

MEASURE REQUIRING A CITY WIDE VOTE ON ALL ANNEXATIONS

QUESTION: Shall all future annexations, including delayed, unless mandated by law, require a majority vote of the electors to be valid?

SUMMARY: Annexation is the legal process to bring property inside the City limits. Under current law, all annexation requests are approved or disapproved by the City Council. This proposal would change that and amend the City Charter to require that an annexation request must be voted on by the citizens of Canby, and receive a majority vote, before such request is approved. The request would still have to meet all land use laws.

EXPLANATORY STATEMENT

This measure would amend the Canby City Charter to require that all annexations to the City (unless mandated by law), be approved by a majority vote of the electors of the City. The exact text of the Charter amendment would be as follows:

"Chapter I, NAMES AND BOUNDARIES, Section 3:

Section 3. BOUNDARIES. **The corporate limits of the City shall include all territory encompassed by its boundaries as they now exist or hereafter are modified by a majority of the voters. Unless mandated by law, annexations, delayed or otherwise, to the City of Canby, may only be approved by a majority vote among the electorate.** The Recorder shall keep at the City Hall at least two copies of this Charter in each of which shall be maintained an accurate, up-to-date description of the boundaries. The copies and descriptions shall be available for public inspection at any time during regular office hours of the Recorder." (All amended portions are in **bold**).

Presently, the State law provides for methods by which the City can annex territory into the City. Traditionally, the City has annexed territory into the City with the consent of the property owner and the passage of an Ordinance by the City Council. The request for annexation, if approved by the Council, is thereafter forwarded to the Portland Metropolitan Local Government Boundary Commission (PMLGBC) with a recommendation for approval by the PMLGBC. The application did not have to be submitted to a vote of the people of the City. This amendment to the Canby City Charter would require the City to submit the matter to a vote of the electors of the City if the City or PMLGBC approves the application. In order for the territory to be annexed, there would have to be a favorable vote by a majority of the electors voting in the election. This amendment specifically states that it includes "annexations, delayed or otherwise." It is the intention that it includes all types of annexations, including contractual agreements to annex. The provision specifically excludes any annexations mandated by State law, such as for a health hazard.

Submitted by

Marilyn Perkett
Canby City Recorder

CITY OF CANBY

Measure No. 3-98

ARGUMENT IN FAVOR

The citizens of Canby have an opportunity to determine the direction their city is moving. Because of the way laws pertaining to annexations and land-use are written, members of the Planning Commission and the City Council have stated they cannot address some important issues when approving or denying an annexation request. With voter-approved annexations our local governing bodies will have the opportunity to address those issues.

Over the years the people of Canby have worked very hard to maintain high standards in our schools. Certain interest groups in our state have been able to get laws through the legislature that abridge our local authorities' ability to address school overcrowding as a main issue when considering an annexation request. Voter-approved annexations will return this ability to Canby, where it belongs. Our Planning Commission and City Council will be able to negotiate, on behalf of the voters, how the costs of maintaining our desired quality of education will be shared.

The Canby City Council passed an ordinance to determine what improvements to the existing infrastructure need to be in place before development approval. These included water water, sewer, access roads and streets. Voter approved annexations will encourage local authorities to negotiate with the developers to determine who will pay for these improvements.

Canby has some of the best farmland in the state. How fast this resource needs to give way to streets and houses is a very delicate issue at best. If we as a community are going to maintain our agrarian heritage we can do this through voter approved annexations. Our city officials cannot do this within Canby's Comprehensive Plan, which was written to adhere to state laws. These laws do not necessarily coincide with the interest of our local community.

Voter involvement in the annexation process will encourage all citizens to become more involved in determining the future of our city.

VOTE YES

Al & Linda Geddes
Pat Sherman
Terry Prince
Delbert Hemphill

Submitted by
Nathan L. Clayton

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ARGUMENT AGAINST

Voter approved annexation is not a growth issue. Canby will continue to grow with or without voter annexation. Voter annexation will simply change how Canby grows. It introduces a new set of standards that circumvent the land use planning laws already in place. For example:

- Voter approved annexation will make it more difficult/expensive for small landowners to develop their property.
- Large property owners have the resources to conduct annexation campaigns. Small property owners do not.
- Commercial property will become less desirable due to the increased time line and uncertainty related to an election. Would you move your business here if you had to campaign for your land to be annexed into the city?
- Existing property values will become artificially inflated. Local workers will not be able to afford housing in the community they work. Our children will not be able to afford homes here.

Currently Canby is fortunate to have a strong sense of community. Many of the builders and developers that work in Canby, live in Canby. Because they live here, they are concerned about the Canby community. They want good schools for their children, well maintained roads to drive on, and developments that will be an asset to the community in the years to come.

The current process has worked. Canby has grown and kept it's identity and community intact. The current process allows for voter participation. The voter's elect the City Council.

For these reasons we urge you to vote against voter approved annexation.

Submitted by
Kory MacGregor for
Canby Area Chamber of Commerce

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CITY OF CANBY

Measure No. 3-98

ARGUMENT AGAINST

Vote No on the Annexation Charter amendment.

Sending annexations to a vote is an attempt to circumvent Canby's comprehensive plan. Our citizens have had a lot of input into this plan as it has evolved over the last 20 years. Under the Charter amendment it will take at least nine months for a property owner to get his proposal to annex before the voters. Then it may be denied, even if it meets all the standards set for in the law.

- It will be very costly, particularly to small property owners.
- It will result in higher housing costs and higher rents for all of us who choose Canby for home.
- The city is talking about revitalization. That will be a waste of time and money if we discourage people who take those jobs from living here.
- The extra time and cost to achieve annexation, and the uncertainty the voting process creates will encourage development outside the city. More commuters; more traffic, more congestion.
- Advocates claim voting on annexation works well in Corvallis. Corvallis typically has some of the highest housing costs in the state. Half the annexation proposals have failed on the first vote adding \$1000's and \$1,000's to the cost of getting property in the city. This certainly has not worked well for those people who want to rent or buy in Corvallis!
- Don't lock the change in annexations into our charter. The City Council can refer any specific annexations to the voters if they want to.

Vote NO on the Annexation charter amendment. Let the City Council do what they were elected to do!

Submitted by
Allen Manuel

ARGUMENT AGAINST

I have lived in the Canby area my entire life except for military service. My family has been here for nearly 100 years. We love this area.

I am greatly concerned about the charter amendment on annexation. It is bad for the city of Canby. Canby began a comprehensive land use plan over 20 years ago. While the plan must meet both state and regional standards, the final decision-making responsibility for development and annexations is with the City Planning Commission and the City Council.

I know how easy it is to oppose annexation. For the last several years I have enjoyed the trees and natural state of the five acres behind my home. When the trees started coming down and the property was clearly headed for development, it would have been very easy to vote against annexation. Such a "no" vote would have disrupted the twenty years of prior planning and would not be in Canby's best long-term interests.

I'm glad the standards for a property to be annexed are clearly spelled out. The Planning Commission's and the City Council's job is to make sure the annexation meets all of those standards. Citizens can participate in these decisions but it is our elected official's job to study the details and make the final decision. That's what representative government is all about.

Why is this important? Lots of reasons:

- For our children to be able to live and raise their families here, we need to be concerned about housing costs. We know that when the supply goes down, the price goes up!
- How can we seriously talk about revitalization and job growth in our area if we do not manage our land resources in an orderly manner?
- Do we really want to turn every annexation proposal into a voter debate? How will this help us work together on other critical concerns for our city?

Submitted by
David J. Koch

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OREGON TRAIL SCHOOL

Measure No. 3-99

BALLOT TITLE

CLACKAMAS COUNTY SCHOOL DISTRICT NO. 46 GENERAL OBLIGATION BOND AUTHORIZATION

QUESTION: Shall the District issue \$40,000,000 in general obligation bonds for capital construction and improvements and for related street improvements? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of Sections 11 and 11b, Article XI of the Oregon Constitution.

SUMMARY: This measure may be passed only at an election with at least a 50 percent voter turnout.

This measure, if approved, would authorize the District to issue general obligation bonds in an amount not exceeding \$40,000,000 to provide funds to:

- acquire land;
- construct, furnish and equip a new high school;
- pay the costs of required paving and street improvements adjacent to new high school property;
- pay bond issuance costs; or
- use any remaining funds after payment of above costs to renovate, improve or upgrade existing District facilities.

The Bonds will mature in 20 years or less.

EXPLANATORY STATEMENT

The Oregon Trail School District No. 46 is requesting voters to approve a bond measure of \$40 million to be repaid in no longer than 20 years. Approval of the measure is estimated to cost taxpayers an average of \$2.14 per \$1000 assessed property value. The funds will be used to:

- Acquire remaining land for the new high school site
- Construct, furnish and equip a new high school

WHO IS THE OREGON TRAIL SCHOOL DISTRICT

The Oregon Trail School District was formed in May 1997 and is made up of the former Sandy High, Sandy Elementary, Welches, and Cottrell School Districts. The newly formed district is geographically the second largest in the state, covering 750 square miles from the Multnomah County border to Government Camp. Schools in the new district include seven elementary schools, three middle schools, and one high school.

HIGH SCHOOL PROJECT

Sandy High School was built in the early 1900's and has since had three major additions in order to hold the current capacity of 1200 students. The 97/98 enrollment at Sandy High exceeds 1400. Crowded conditions in the high school commons during lunch have threatened the closure of the school, and caused the Board to permit Juniors and Seniors to leave campus during their lunch break. In order to meet changing educational needs and the lack of room for our growing enrollment, building a new high school has become a priority of the district.

The new 250,000 square foot high school will include: 1600 student capacity with an option to add an additional pod for 400 more students; four houses of eight classrooms each with computer labs completely wired for Internet access; 500 seat auditorium for community activities/events; 470 parking spaces with an additional 200; energy efficient environment with natural light and circulation that will save

approximately \$25,000 per year; a central media center; two new soccer fields; two new ball fields; and four new tennis courts.

The new high school will in reality give the district three schools for the price of one. When the school is built, the current facility will be turned into an 800 student middle school, and Cedar Ridge Middle School will become an elementary school.

HISTORY

The bond was first put on the ballot in 1994 for \$33 million. At that time it included \$27 million for the new high school and \$6 million for capital improvements at other schools in the district. Since the failure of that bond, construction costs have risen significantly so that the cost for building the new high school will be \$40 million.

ALL STUDENTS AND COMMUNITY WILL BENEFIT

Quality schools are central to the prosperity of a community. With Metro projecting 88% growth in the Sandy area by the year 2015, it is critical that our schools be prepared to handle the influx of expected new January of 1998. Students currently in the 6th grade will be the new schools first 9th grade students.

Submitted by

Timothy C. Belanger, Director of Business Services
Oregon Trail School District

**NO ARGUMENTS FOR OR AGAINST
THIS MEASURE WERE FILED.**

CITY OF WEST LINN

Measure No. 3-1**BALLOT TITLE**

AMENDS CITY CHARTER RELATING TO ELECTION OF COUNCILORS AND MAYOR

QUESTION: Shall City Charter Sections 8(c) and 9(a) relating to the election of Mayor and Councilors in primary elections be repealed?

SUMMARY: This measure, if approved by voters, would repeal Sections 8(c) and 9(a) of the West Linn City Charter requiring candidates for City Councilor and Mayor to run in primary elections. All other references in the Charter pertaining to primary elections for candidates would also be removed. Under this measure, candidates for Mayor and Councilor positions would run only in the general election of even-numbered years. Candidates receiving the most votes for each Council position and for Mayor would be elected. Candidates would continue to run for specific Council positions and terms of office would continue to be two years.

EXPLANATORY STATEMENT

Sections 8(c) and 9(a) of the West Linn City Charter require candidates for City Councilor and Mayor to run in the May primary election of even-numbered years. If no candidate for Councilor or Mayor receives more than 50 percent of the votes cast in the primary, the two top vote-getters for each position must compete in a run-off election in the November general election. If a candidate for Councilor or Mayor receives a majority of the votes cast in the May primary election, the candidate is elected and takes office the following January.

This measure was referred to the voters of West Linn by the City Council. If approved, the primary election requirement would be repealed, and other references in the Charter to primary elections for Councilors and Mayor would be eliminated. Candidates for Councilor and Mayor would run only in the November general election of even-numbered years. The candidate receiving the most votes for each Council position and Mayor would be elected. Candidates would continue to run for specific Council positions, and terms of office would continue to be two years.

Approval of this measure would mean that the City and the candidates would no longer incur the costs of primary elections. It would also avoid the situation where sitting Councilors and Councilors-elect must wait seven months (from May to January) for the election results to take effect. By eliminating the primary election requirement, candidates for Mayor and the City Council would run in the general election only, and the winners would be the candidates receiving the most votes.

Submitted by
John H. Atkins, Jr.
City of West Linn

**NO ARGUMENTS FOR OR AGAINST
THIS MEASURE WERE FILED.**

Measure No. 3-2**BALLOT TITLE**

WEST LINN ADVISORY VOTE ON METRO GROWTH MANAGEMENT PLAN

QUESTION: Shall the City of West Linn implement METRO's Growth Management Plan Without Seeking Local Control?

SUMMARY: This advisory ballot measure seeks voter opinion on the question of managing future growth in West Linn. METRO, the regional government, adopted a growth management plan which applies to cities including West Linn.

METRO's plan mandates increased housing and employment densities with no local control of the urban growth boundary, reduces parking and lot size, increases commercial and industrial development, and reduces automobile use.

A yes vote on this measure advises the City to implement METRO's mandates. A no vote advises the City to seek local control over housing and employment densities, changes in the urban growth boundary, parking and lot size, commercial and industrial development, and affordable housing.

EXPLANATORY STATEMENT

This is an advisory question referred to the voters of West Linn by the City Council. It seeks voter opinion on Metro's growth-management requirements as they relate to West Linn. Metro is a regional government agency, established under a home rule charter. Its jurisdiction includes portions of Multnomah, Washington and Clackamas Counties. Metro is headed by an elected seven-member board and an elected executive officer.

One of Metro's responsibilities is to manage growth in the Portland metropolitan area. Metro is required under state law to provide for a 20-year supply of land to accommodate projected future growth in the Portland area. In consultation with cities and counties in the Portland area, Metro has adopted a growth-management plan that requires local governments to develop land-use plans that meet certain housing, transportation and job-development objectives. Metro's growth management plan is aimed at focusing future urban growth within the existing Portland-area Urban Growth Boundary while minimizing the need to expand the growth boundary.

The Metro plan also includes requirements for housing and employment density, water quality standards and reduced automobile use. In West Linn, the Metro regional plan requires the city to focus future commercial development along major arterials, including Highway 43, while reducing space available for parking. Currently, West Linn's land use plan appears to satisfy Metro's housing density requirement.

This ballot measure is meant to provide voter advice to the West Linn City Council as to whether the City of West Linn should work to implement the Metro growth-management plan or seek local control.

Submitted by
John H. Atkins, Jr.
City of West Linn

**NO ARGUMENTS FOR
THIS MEASURE WERE FILED.**

CITY OF WEST LINN

Measure No. 3-2

ARGUMENT AGAINST

JUST SAY NO TO METRO'S MANDATES - VOTE NO ON MEASURE 3-2 FOR MORE LOCAL CONTROL

A "NO" VOTE ON 3-2 TELLS METRO THAT WE DON'T WANT ANY NEW TAXES.

Metro recently raised your garbage taxes by \$600,000 with little public notice. Its planning mandates mean higher taxes for everyone, which especially hurt senior citizens and working families. Taxes should be controlled locally - not by Metro.

A "NO" VOTE ON 3-2 TELLS METRO TO STOP OVERCROWDING OUR SCHOOLS FROM HIGHER HOUSING DENSITIES.

Metro should not be able to increase overcrowding where schools are at or over capacity - and every school in the West Linn-Wilsonville District is at or over capacity. A "no" vote on 3-2 is a vote for local control over school capacity.

A "NO" VOTE ON 3-2 TELLS METRO THAT OUR EXISTING NEIGHBORHOODS ARE MORE IMPORTANT THAN METRO'S PLANNERS.

Metro should not target neighborhoods such as Bolton, Robinwood, and Willamette for increased housing densities and commercial and industrial development without local control. Metro also has no business dictating the size of our yards, the width of our streets, or how much we pay for water. Livable communities need local control.

A "NO" VOTE ON 3-2 IS A VOTE AGAINST METRO-CREATED TRAFFIC CONGESTION.

Metro's policy of deliberately increasing traffic jams to force people into townhouses and apartments is wrong. Planning should be locally-controlled.

A "NO" VOTE ON 3-2 IS A VOTE FOR REAL METRO REFORM!

There's a better way than business-as-usual: dramatic Metro reform NOW.

Who decides where and how you are going to live: you or Metro bureaucrats? Who decides whether you should be allowed to drive your car to work or the grocery store: you or Metro? Voting No on 3-2 is a vote for choice and for local control over West Linn's future.

A "NO VOTE ON 3-2 IS A VOTE AGAINST SCHOOL OVERCROWDING AND AGAINST HIGHER TAXES ON SENIOR CITIZENS AND WORKING FAMILIES!

Submitted by
John Jackley
West Linn City Councilor

ELECTION RESULTS CABLE TELEVISION ACCESS November 4, 1997

Clackamas County residents who have cable television will be able to see a broadcast of election results shortly after 8:00 P.M. on November 4, 1997. The table below shows which cable companies provide the service, on which channel and which areas of Clackamas County are served. If the channel number listed below is not correct for your cable company, please call the telephone number provided.

Clear Creek TeleVision	18	Redland, Viola, Springwater	631-2101
Falcon	7	Hoodland, Rhododendron, Sandy, Welches, Zig Zag	668-5533
Paragon 8:00 pm to 10:00 pm only	30 or 54	Boring, Damascus, Happy Valley, Portland	667-7636
TCI	11	Clackamas, Gladstone, Jennings Lodge, Oak Grove, Oak Lodge, Oregon City, West Linn	650-0275
	19	City of Milwaukie	654-2266
Tualatin Valley Cable 8:00 pm to 10:00 pm only	21 or 27	Lake Oswego, Tualatin, Wilsonville	629-8534

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CLACKAMAS COUNTY

Measure No. 3-3**BALLOT TITLE****CLACKAMAS COUNTY TEMPORARY MOTOR VEHICLE FUEL LICENSE TAX ORDINANCE**

QUESTION: Shall Clackamas County phase in a temporary three cent per gallon gas tax for road and street improvements?

SUMMARY: This measure would place a temporary tax of up to three cents per gallon on gasoline sold in the County. The tax would be phased in at one cent per gallon for the first year, two cents per gallon for the second year, and three cents per gallon thereafter until July 1, 2007. If approved by the voters, this measure, and similar measures in Washington, Yamhill and Marion Counties, would equalize the gas tax throughout the northern Willamette Valley. The tax would be paid by wholesalers, who would be licensed. Fuel used in farm and forestry work is exempt from this tax. Money raised would be shared with cities for use on their streets. By law, proceeds could only be used for construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads and streets. Clackamas County intends to use its share of the revenues to construct numerous projects for safety and congestion relief throughout the County. The tax shall not rise above three cents, or continue past July 1, 2007, without voter approval.

EXPLANATORY STATEMENT

Approval of this measure would phase in a three cent per gallon temporary gas tax, to raise money for repairing county and city roads and improving their condition.

BACKGROUND

Current road maintenance revenues are not sufficient to keep pace with the County's growing population and increased usage of its aging road system. Public safety concerns prompt the County to place a temporary gas tax measure on the ballot, with the intent that the County's share will fund safety and congestion relief projects. Unlike Multnomah and Washington Counties, Clackamas County does not have a local gas tax. Also, Clackamas County has no general purpose property tax for roads.

TAX IMPOSED

The tax is collected from wholesale dealers bringing gasoline into the County for sale, distribution or use within the County. Each wholesale dealer is required to have a County license and pay a monthly license tax of one cent for the first year, two cents for the second year, and three cents thereafter until July 1, 2007, for each gallon of gasoline brought into the County. Wholesale dealers may pass the tax along to the retail level.

ADMINISTRATION

The tax will be collected and administered by the County or its designee. Much of the ordinance deals with the technical aspects of administration. Dealers are subject to penalties, including license revocation, for failure to comply with requirements under the ordinance.

EXEMPTIONS/REFUNDS

The ordinance provides for exemptions or refunds for the following: gasoline used for vehicles other than motor vehicles on public roads, such as boats, airplanes or stationary power equipment; fuel used by vehicles on private property, including farms and logging roads not maintained by public bodies; sales to the United States Armed Forces; and fuel exported from the County.

USE OF REVENUES - DISTRIBUTION TO CITIES

The ordinance provides that the net revenue "shall be used only for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads and streets within the County." By law, none of the gas tax proceeds can be used for any other purpose. Under the measure the proceeds will be distributed both to cities and the county.

AMENDMENTS

Major features of the ordinance, such as the maximum amount of the tax, exemptions, the sunset date, and the use of the money raised, cannot be changed except by a future vote of the people.

DATES TAX WILL APPLY

The measure would take effect on February 5, 1998. The date to begin collection of the tax will be determined by resolution of the Board of County Commissioners as soon as administrative collection is practicable. The tax will end on July 1, 2007.

Submitted by

Board of County Commissioners
Clackamas County

CLACKAMAS COUNTY

Measure No. 3-3

ARGUMENT IN FAVOR

I encourage Clackamas County residents to support measure 3-3. Like many other citizens I do not like to see taxes go up but, lets face it, for our own safety we must maintain our system of roads. Many local roads were designed and built for early century cars and trucks and not the complexities of today's diverse traffic and congestion. With over twenty years experience as an emergency responder and the last three years as a member of the Clackamas County Traffic Safety Commission I have seen first hand, serious, even fatal results of deteriorating and inadequate roadways. Declining timber revenues have forced local and county governments to substantially curtail, and in some cases, even stop roadway maintenance and improvement projects. The last three state legislative sessions have failed to deal with the issue leaving serious traffic safety problems without funding. It is crucial we act now to protect our investment and safety.

This measure will provide funding that targets roadway improvements in areas with serious safety problems as identified through traffic crash analysis and will resolve safety issues raised in local citizen advisory groups like the Clackamas County Traffic Safety Commission. It is a reasonable, cost effective proposal that allows citizens to regain local control and resolve serious traffic safety problems.

Many politicians talk of building a bridge to the twenty-first century, let us not forget to maintain the bridges that got us here!

Submitted by
Mike Riffe, Chairman
Clackamas County Traffic Safety Commission, and
President, Molalla Volunteer Firefighters Association

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ARGUMENT IN FAVOR

*Vote Yes on Measure 3-3
To Improve The Safety & Congestion Of Our Road System*

The *Fix Our Roads Committee (FOR)*, a group of business men and women, strongly urges your YES VOTE ON MEASURE 3-3. **SAFETY & CONGESTION RELIEF** are important to all of us. That is why business people are encouraging a temporary increase in road user fees to pay for needed safety & congestion relief improvements around our county. As advocates for lower taxes, we believe this user fee increase will actually save public dollars over time. Measure 3-3 is one of those times!

Support of Measure 3-3 is Vital To Maintain Our Community

Why now? Because it is critical to everyone that our community is safe. This must be a top priority for any community – whether it is safety at home or in the car. Therefore, just like spending for police or fire services we believe that the public needs to spend road user fees to improve the safety & congestion problems on our roads. This investment makes good business sense by improving the system to better manage continued growth and increasing motorist use.

Measure 3-3 is Fair

Think about it – you use the road system, you pay for it. What could be fairer? Measure 3-3 requests an additional penny a year in gas tax for three years and then three cents per year for seven years, a 10 years total – a temporary investment in saving lives and reducing the congestion on our road system. Just \$18! That's what the average driver will pay a year after three years – far less than one wheel alignment.

SAFETY and CONGESTION RELIEF PROJECTS NEED TO BE BUILT!

VOTE YES ON MEASURE 3-3

INVEST A PENNY PER YEAR FOR YOUR SAFETY!

Submitted by
Terry C. Hauck
Fix Our Roads Committee

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CLACKAMAS COUNTY

Measure No. 3-3**ARGUMENT IN FAVOR***VOTE YES ON MEASURE 3-3***FUNDS NEEDED SAFETY & CONGESTION RELIEF IMPROVEMENTS**

As your County Sheriff I am most concerned about the safety of our citizens. This is the safety of you and your family, not just in your home or office, but also in your car or truck. Over the years I have watched our County grow beyond anyone's expectations. With that growth comes increases in traffic and congestion. This increase in traffic leads to more and more accidents and serious injuries. The road system in the County today is unacceptable and dangerous.

We Have a Serious Public Safety Issue That Needs Attention Now!

That is why I recommend a **YES VOTE ON MEASURE 3-3**:

- To correct serious traffic safety problems in the County and in our cities; and
- To make congestion relief improvements.

**FUNDS FOR SAFETY IMPROVEMENTS
HAVE NOT KEPT PACE WITH GROWTH**

Funds available for safety improvements, such as signals at dangerous intersections, have not kept pace with our rapid growth. Measure 3-3 would establish a phased-in 3 cent gas tax for only 10 years. Money from the measure will be used to fund a specific list of County traffic safety and congestion relief projects that I agree need to be built.

MEASURE 3-3 WILL IMPROVE TRAFFIC SAFETY.

IT WILL BE MONEY WELL SPENT ON YOUR SAFETY!

PLEASE VOTE YES ON 3-3.

Submitted by
Ris Bradshaw
County Sheriff

ARGUMENT AGAINST**TWO WRONGS DON'T MAKE A RIGHT, VOTE NO ON THE
CLACKAMAS COUNTY GAS TAX!**

Voters are being asked to approve a 3 cent county gas tax on November 4th.

WHY?

Because the legislature failed to pass any increase in the statewide gas tax, the county now wants to impose a 3 cent tax. What the legislature did was wrong, we need to maintain and improve our transportation systems, especially in the high growth areas of the state. It is also wrong for the county to abandon the traditional way we fund our roads by imposing new county gas taxes. And as we all know, two wrongs don't make a right.

WHAT SHOULD WE DO?

We should **VOTE NO** on the county gas tax and urge our state legislators to fund our highway system. We need to tell them that we want a statewide solution that responsibly funds transportation projects, not a patchwork of local county taxes.

WHAT WILL HAPPEN IF WE APPROVE A COUNTY TAX?

If we start funding our highways at the county level the state legislature will be wary of passing any new state gas taxes. That means that our overall system of roads and highways will begin to deteriorate and each county and city will face an increasing burden trying to maintain their roads. Once we start down this path the ability to pass a reasonable statewide gas tax increase that will work to the benefit of all Oregonians becomes next to impossible.

Oregon has been funding their road construction and maintenance through the state gas tax since the late twenties, increasing or imposing a new county gas tax is a drastic step away from that time tested formula. We need to tell our political leaders that two wrongs don't make a right: fund roads adequately at the state legislature, and **VOTE NO ON THE COUNTY GAS TAX!**

Submitted by
Brian Boe
Oregon Petroleum Marketers Association

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CLACKAMAS COUNTY

Measure No. 3-3

Measure No. 3-4

ARGUMENT AGAINST

**TRUST US...
IT'S ONLY \$90 MILLION!!**

Clackamas County Commissioners are asking for a county vehicle registration fee and a county gas tax. These **new taxes** will raise more than \$90 million for transportation projects. When asked about accountability on these funds, the reply was – **TRUST US.**

Clackamas County has no internal auditor. The position of County Auditor has not been filled since 1979. The Department of Transportation is notorious for its lack of accountability. Consider the following:

- **Arista Drive** – Estimated cost \$153,000
Actual cost \$370,000
Cost over-run 142%
- **Johnson Creek Blvd. Extension**
Estimated cost \$3.1 million
Cost to date \$9.0 million+
Cost over-run 290%
- **Mountain Road Slide – 1997**
The Department of Transportation lied to the federal government to get in excess of \$150,000 in flood repair money.
- **Project Priority??**
Many good roads have been repaved.
Really bad roads remain undone.
- **Bikepaths & Pedways**
More than four times the required funds have been spent for bicycle & pedestrian projects.

Where is the accountability? Where is the honesty? Where are the priorities? The County Road Fund has an annual budget of **\$30 million**. The Commissioners are asking for an extra **\$90 million** in the next ten years.

**WHICH COMES FIRST??
ACCOUNTABILITY OR ADDITIONAL TAXES??**

VOTE NO MEASURES 3-3 & 3-4

Submitted by
Mark E. Luedtke

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BALLOT TITLE

CLACKAMAS COUNTY TEMPORARY MOTOR VEHICLE REGISTRATION FEE ORDINANCE

QUESTION: Shall Clackamas County establish a temporary vehicle registration fee for improving county and city roads and streets?

SUMMARY: This measure would establish a temporary county annual vehicle registration fee equal to the current state fee (i.e. an additional \$15.00 per year for automobiles and pick-up trucks, \$9.00 per year for motorcycles, and \$30.00 per year for trucks between 8,000 and 26,000 lbs). No fee would be charged vehicles exempt under state law. This fee would be in effect for ten years, until July 1, 2007. By law, funds collected could only be used for construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads and streets. Revenues would be shared with the cities, and are intended for use in improving county and city roads and streets. Similar measures are being considered by voters in Multnomah, Washington, Yamhill and Marion Counties, and if all pass, the vehicle registration fee would be comparable throughout the northern Willamette Valley. The terms of the ordinance could not be changed without voter approval.

EXPLANATORY STATEMENT

Approval of this measure would authorize a temporary county annual vehicle registration fee equal to the current state fee, to repair and preserve county roads and city streets. Many of the features of the proposed fee are set by state law, which allows such a fee only if approved by the voters within the County.

BACKGROUND

Federal, state and local resources are inadequate to keep pace with the repair and preservation of Clackamas County's existing road system. Road and bridge conditions are deteriorating as a result of extreme weather, increased use and age. The state legislature has not increased transportation fees since 1991, and forty-seven percent of the roads in the County are recommended for resurfacing. Failure to take care of the existing system of roads and bridges will result in an increased need for major rehabilitation. The American Public Works Association estimates that every \$1.00 spent on pavement maintenance saves \$5.00 on major rehabilitation. By maintaining roads and bridges today, more costly future repairs can be avoided. These facts prompt the County to place a temporary vehicle registration fee measure on the ballot, with the intent that the County's share will fund maintenance and repair of county roads.

ADMINISTRATION

The vehicle registration fee imposed would be collected and administered by the State. Forty percent of the revenues would be distributed to the cities unless and until that distribution ratio is changed by written agreement between the county and the cities.

EXEMPTIONS

The proposed fee exempts vehicles which are exempt from the state registration fee. This includes farm vehicles, motor homes, and trucks above 26,000 pounds.

AMENDMENTS

Major features of the ordinance, such as the amount of the fee, exemptions, the sunset date, and the use of the money raised, cannot be changed except by a future vote of the people.

SUNSET DATE

The county vehicle registration fee will end at 12:01 a.m. July 1, 2007.

Submitted by
Board of County Commissioners
Clackamas County

CLACKAMAS COUNTY

Measure No. 3-4**ARGUMENT IN FAVOR**

*Vote Yes on Measure 3-4
to Preserve Our County Roads & City Streets*

The *Fix Our Roads Committee (FOR)*, a coalition of business people, urge your YES VOTE ON MEASURE 3-4. Why would business people support a *temporary* increase in vehicle fees?

MEASURE 3-4 IS A SMART BUSINESS MOVE.

It makes sense. If something needs repair in our businesses we invest our resources to fix it and it is expected that those investments will pay off in the future. The road system is no different. We need to invest in it *now*, because the pay off will be that it will save everyone tax dollars in the long run by avoiding larger costs in the future to repair the same road. These are our roads and an investment of additional tax dollars now is the best choice we could make to protect our public road system.

GOOD ROADS HELP THE ECONOMY

It is the economy that we all depend on for our community to be viable and livable. Businesses in Clackamas County rely on good roads. Good roads help businesses move their goods, help employees get to work and make it easy for customers to reach them.

MEASURE 3-4 is EQUITABLE

A \$15 per year vehicle registration fee for only ten years is equitable and not an unreasonable amount of money to pay to improve *your road system*. Oregon's vehicle registration fee is the one of the lowest in the nation. Measure 3-4 requests an increase that still will keep the cost of registering a vehicle in Oregon one of the lowest in the nation.

VOTE YES ON MEASURE 3-4

A TEMPORARY INVESTMENT TO PRESERVE YOUR ROAD SYSTEM!

Submitted by
Terry C. Hauck
Fix Our Roads Committee

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ARGUMENT IN FAVOR

VOTE YES ON MEASURE 3-4
We Need To Preserve Our Roads & Streets

Your Sheriff's Office travels thousands of miles on your County road system. Folks, let me tell you it needs repair. Our ability to respond in a timely manner to emergency calls is in jeopardy due to a road system that is failing. Almost half (47%) of the system is in need of repair – these are the local roads that we rely on to get to your home.

YOUR SAFETY DEPENDS ON A GOOD ROAD SYSTEM

No County property tax dollars are used for road maintenance.

Measure 3-4 would establish a temporary (10 year) \$15 per year vehicle registration fee that will be used to fund a specific list of county & city road projects. Many of the proposed projects are the streets in front of your house. These projects will enhance the Sheriff's Office ability to respond to calls.

Measure 3-4 Will Improve Traffic Safety

**PLEASE SUPPORT A TEMPORARY
FEE TO FIX AN AGING ROAD SYSTEM!**

PLEASE JOIN ME IN VOTING YES ON 3-4!

Submitted by
Ris Bradshaw
County Sheriff

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CLACKAMAS COUNTY

Measure No. 3-4

ARGUMENT IN FAVOR

The Economic Development Commission recognizes that adequate transportation is a major part of balanced economic growth. We support the commissioners in their role of addressing transportation needs. We believe that the increased vehicle registration fee and the gas tax are in the best interest of the people of Clackamas county. These funding measures are probably not adequate to accomplish all the transportation issues that face the county but does provide a critical step forward in addressing transportation problems.

A transportation system that is in fair to failing condition creates both monetary and time costs for county business and residents. These costs include poor freight mobility, excessive wear on equipment, and time loss due to congestion. These conditions create an uncompetitive economic climate in our county.

The Economic Development Commission believes that adequate transportation funding is a state responsibility. However, in the absence of action by the state legislature, we believe that Clackamas County has no alternative than to pursue local funding.

The EDC is nearing completion of an update of the Clackamas County Development Plan. This update has been almost a year of extensive research and input from a stakeholder group made up of 90 members interested in the economic direction of the county. To quote from this plan:

"While all infrastructure is essential to economic development, transportation is the one that currently faces the greatest challenges. Funding is not sufficient to keep building highway projects that allow uncongested traffic flows in the face of growth. The County needs to target the most efficient transportation improvements, and the sources of funding that will allow them to be built."

"Achieving a balance that provides adequate transportation mobility while controlling the causes of congestion will be critical to the success of economic development efforts in Clackamas County, particularly in the context of the Metro 2040 plan."

Submitted by
Jerry Smith
Clackamas County Economic Development Commission

**NO ARGUMENTS AGAINST
THIS MEASURE WERE FILED.**

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

Measure No. 3-5

BALLOT TITLE

PROPOSAL NO. 3768 – LANI LANE ANNEXATION TO STREET LIGHTING DISTRICT

QUESTION: Shall Lani Lane Obtain Street Lighting by Annexing to Clackamas County Service District No. 5?

SUMMARY: Clackamas County Service District No. 5 provides street lighting to properties within its boundaries in unincorporated Clackamas County and the City Of Happy Valley. Lani Lane currently has no street lighting, and is outside the boundaries of Clackamas County Service District No. 5. A "yes" vote will change the boundaries of Service District No. 5 to include Lani Lane for the purpose of installing, operating and maintaining street lights there. If this measure is approved, the cost for operation and maintenance of Lani Lane's street lights would be charged to the benefited properties through an annual user fee, which would appear on the property tax statements. User fees for Service District No. 5 are set annually after a public hearing before the Clackamas County Board of Commissioners. The current user fee is \$54.00 per tax lot per year.

**NO EXPLANATORY STATEMENT OR
ARGUMENTS FOR OR AGAINST
THIS MEASURE WERE FILED.**

1998 ELECTIONS AND COUNTY VOTERS' PAMPHLET CALENDAR

FOR AN ELECTION TO BE HELD ON:	March 10	May 19	Sept. 15	Nov. 3
Last Day for Candidate To File For Office:	N/A	March 10	N/A	Aug. 25
Last Day For County, City or District To File A Ballot Measure:	Jan 8	March 19	July 16	Sept. 3
Last Day For Candidates (Who File For Candidacy With County Clerk) To File Voters' Pamphlet Statement:	N/A	March 12	N/A	Aug. 27
Last Day For Candidates (Who File For Candidacy With A Governing Body Other Than County Clerk) To File Voters' Pamphlet Statement:	N/A	March 23	N/A	Sept. 8
Last Day to File An Argument For or Against Any Measure:	Jan. 12	March 23	July 20	Sept. 8
Last Day To Register To Vote:	Feb. 17	April 28	Aug. 25	Oct. 13
Vote-By-Mail Ballots Delivered To Post Office:	Feb. 20	N/A	Aug. 28	N/A

PLEASE NOTE

The 1998 May primary and November general elections will be conducted at the polls, all others will be conducted by mail.

If there are not enough issues on the ballot for the March and September elections to produce a booklet, the pamphlet will be included in the envelope with the vote-by-mail ballot.

ELECTION RESULTS ON THE INTERNET NOVEMBER 4, 1997

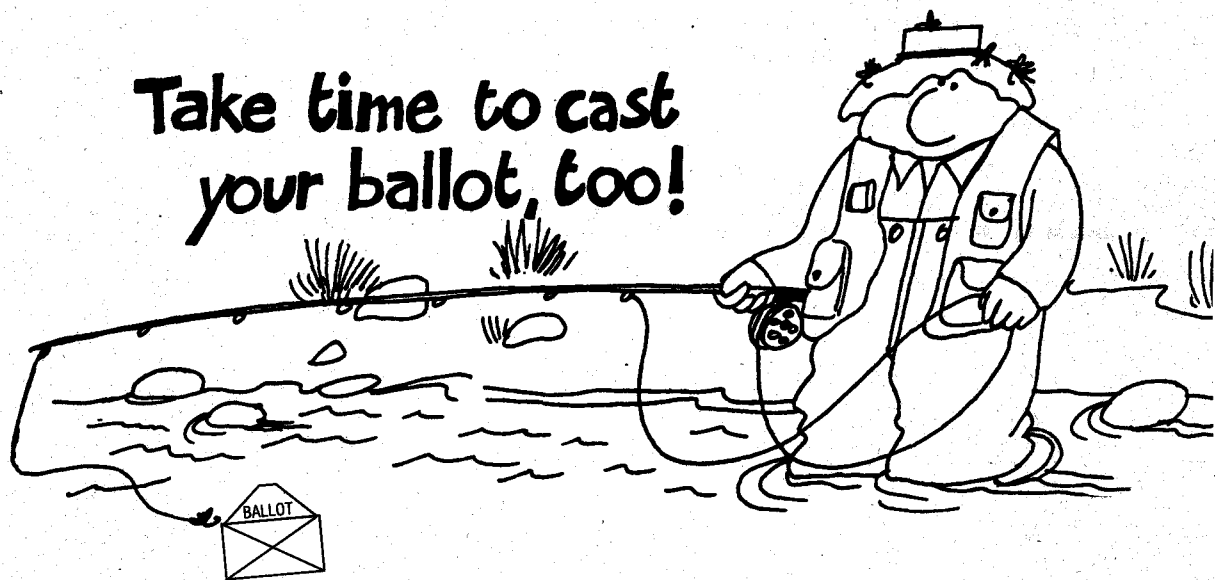
<http://www.co.clackamas.or.us/clerk/elections>

When you connect to the above web site, you will be at the Clackamas County Clerk's Elections home page. You will be presented with several choices, including Election Results, which will allow you to navigate to current results for the November 4, 1997 election. These results will be updated as we continue to process ballots during the evening.

While you are on the Election Results page, you may also review results from past elections.

Back on the Elections home page, you have the opportunity to connect to other Oregon counties which also post election results. Also available are connections to other election related sites, including the Secretary of State.

You may also send an email message directly to the Clackamas County Clerk. Please feel free to comment on the web site or ask any election related question.



VOTE

ABSENTEE BALLOT INFORMATION

ABSENTEE BALLOT APPLICATION

(Last Name) (First) (Middle Initial)

(Residence Address)

(City) (Phone Number Optional)

(Date of Birth)

X

(SIGNATURE)

(Mailing address, if different from Residence Address)

(City, State, Zip)

PLEASE PRINT

I am applying for an Absentee Ballot for:

- ALL FUTURE ELECTIONS
- MAY 1998 PRIMARY
- NOVEMBER 1998 GENERAL

MAIL TO:
ELECTIONS DIVISION
825 PORTLAND AVENUE
GLADSTONE, OR 97027-2195

ABSENTEE BALLOT INFORMATION

ABSENTEE BALLOT APPLICATION

(Last Name) (First) (Middle Initial)

(Residence Address)

(City) (Phone Number Optional)

(Date of Birth)

X

(SIGNATURE)

(Mailing address, if different from Residence Address)

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CLACKAMAS COUNTY

OREGON

**BALLOTS TO BE MAILED OCTOBER 17
VOTED BALLOTS MUST BE IN THE ELECTIONS
OFFICE NOT LATER THAN 8:00 P.M. ON
TUESDAY, NOVEMBER 4, 1997 TO BE COUNTED.**

**CLACKAMAS COUNTY ELECTIONS
825 PORTLAND AVENUE
GLADSTONE, OREGON 97027-2195**

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