

1968

## Vote No on Ballot Measure No. 6 pamphlet

Family Highway Protection Committee

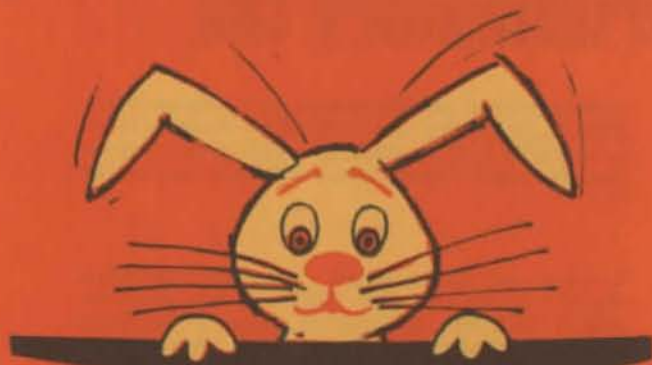
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# BEWARE OF TRICKS IN No. 6

This increased gas tax bill is unnecessary. It only adds an extra tax, without giving the state any power the state does not already have. It also opens the door to future raids on our regular highway funds by making highway funds fair game for any other special interest groups.

**VOTE 6  NO**  
**Against Increased  
Gas Taxes**



# \$41.5 MILLION DOLLARS MORE IN GAS TAXES?

NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6  NO 6

## QUESTIONS & ANSWERS

About State Ballot  
Measure No. 6  
and why you should...

# VOTE

# NO ON No. 6

AGAINST INCREASED GAS TAXES

PLACE  
STAMP  
HERE

# Why you should **Vote 6** **NO** on this discriminatory tax

## QUESTION: Is Measure No. 6 a tax bill?

ANSWER: Yes. It would add a new tax of 1 cent a gallon on all gas used by passenger cars for the next four years. According to the secretary of state, this will create \$41,500,000 in new taxes. Out of this would be created a revolving fund of \$30,000,000 for the state to make unneeded purchases of beach lands and access to beach lands. If the owner doesn't want to sell, the state can take his land away.

## Q: Who exactly pays this tax? Everybody?

A: No, not everybody. All of it is paid by the passenger car driver. No tax would be paid by motorcycles, motorbikes, antique cars, busses, emergency cars, farm vehicles, government-owned autos or commercial vehicles.

## Q: How many vehicles now driving in the state would escape this new tax?

A: Well over 100,000 vehicles would escape payment of the tax.

## Q: Will all the money raised by the new tax go to buy beach property?

A: No. Much of it will never get to the beaches. Measure No. 6 will be costly to administer because it calls for a refund system to give the money back to the people who use gas but don't have to share the tax burden. This refund system is complicated, adding to the cost.

## Q: What do tax experts think of No. 6?

A: Tax experts say No. 6 is poorly drawn, with conflicting language, no provision for payment of added administrative costs. It earmarks gas taxes to buy beach property and this idea would drastically alter our existing good road program and could well open the door to raids on our general highway funds.

## Q: Is this tax bill fair?

A: No. It taxes private passenger car owners only and they are already paying for our highways, parks and beaches.

## Q: Since this new gas tax will be paid only by the pleasure driver, does this mean we will have new scenic drives along the beaches and bridges across the bays?

A: No. Just the opposite. The gas tax increase bill forbids highway construction on open beach lands.

## Q: Would a yes vote on No. 6 bring more tourists to Oregon?

A: No. No. 6 is opposed by the Oregon State Motor Association (AAA), our chief private organization to promote tourism. If this amendment passes, Oregon's gas tax will have increased by 1/5 in less than 2 years and will do more to discourage tourists than to bring them in.

## Q: Do we need No. 6 to save the beaches?

A: No. Recent court decisions show that the state already owns the beaches. There is no power granted in No. 6 that the state does not already have. No. 6 would mean the taxpayer is taxing himself to buy something that is already publicly owned.

## Q: This gas tax increase goes on for four years. After that it goes off, doesn't it?

A: Did you ever hear of a tax going off?

## Q: If we don't need No. 6, why was it introduced?

A: It was drafted and introduced before Circuit Judge J. S. Bohannon of Tillamook County found, in a test case, that the beaches already belong to the public.

## Q: Is there anything the public should be doing to preserve the beaches?

A: The beaches have been legally accepted as public property for more than 50 years, since Oswald West was governor. In fact, Os West was known all his life as "the man who saved the beaches for the public." The beaches are still legally regarded as public property, as Judge Bohannon's decision reaffirmed. It has only been recently that any individual has even raised the question.

## Q: How can the public find out the exact situation on public ownership of the beaches?

A: The 1967 legislature passed a new law to clear up any doubts about public rights to the beaches. At the same time, the state highway department was asked to make a complete survey of the coastline to see if there were any additional problem areas. The department will make its report to the next legislature in January.

## Q: This new gas tax earmarks \$30,000,000 for beach purchase. Why this amount?

A: No logical reason. It is a revolving fund—a perpetual \$30,000,000.

## Q: How do knowledgeable people and organizations feel about this gas tax increase?

A: They are opposed. The Oregon State Motor Association (AAA) is opposed. The Highway Users Conference, composed of more than 20 highway user organizations, is opposed. The Governor's Committee for a Livable Oregon, composed of

state agencies, private groups and citizens interested in promoting rural and urban beautification, is opposed. The governor has voiced his opposition. The state's newspapers are lining up against it.

## Q: How do the people on the coast feel about No. 6?

A: Opposed. Salem Scene, a weekly legislative report from Salem, says, "While nearly everyone agrees with the concept of keeping Oregon's beaches open for public enjoyment, opposition to the ballot measure is widespread—both on the coast and throughout the state."

## Q: What about motorists who live in eastern Oregon and seldom, if ever, get to the beach? Do they pay the tax too?

A: Yes. They pay the same as the people right on the coast. In fact, they may be paying proportionately more, since driving distances tend to be greater in eastern Oregon.

## Q: Who actually turns the gas tax money over to the state?

A: Your service station operator pays the tax on the gas in his tanks. As the Hood River News points out, "He must pay for his inventory and wait until he pumps the gasoline to get the money back."

## Q: Why do knowledgeable people say No. 6 would put our whole highway program in danger?

A: Because it amends our constitution to open the door for special interest groups to legally raid our highway commission funds and divert them away from orderly highway development for the state and use them for their "favorite interest" projects.

## Q: Can you summarize the main reasons I should vote "No" on No. 6?

A: Here are the principal "tricks" in No. 6. (1) Starts a new tax. (2) A new tax never goes off. (3) Tax is unfair—falls entirely on the pleasure driver. (4) Unnecessary. Does not give the state any power the state does not already have. (5) Costly. Administration will be expensive. (6) Will tend to discourage tourists. (7) Tax doubly unfair to Oregon residents who live far from shoreline. (8) Opens the door to raids on our regular highway funds.

## BEWARE OF TRICKS IN NO. 6

## VOTE 6 NO

Against the Gas Tax Increase

NO 6  NO 6