

FERRIOLI

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be forced to by economic pressure.

Part of his frustration wells from the fact decision makers on local issues are sometimes as far away as Washington, D.C. He would like to see the decision process localized.

"I don't think the state could do worse than the feds in land management," Ferrioli said.

He said allowing the state to manage federal forests would be an interesting experiment, where the state would have to comply with the same laws as federal agencies currently do. He said with local management, coupled with a more aggressive timber harvest, the health of the forests and the economy might improve. However, he said trying to force the transfer of land through actions such as occupying the Malheur National Wildlife Refuge was not the best course of action.

Time and distance factors are familiar foes to those living in Eastern Oregon, and Ferrioli has an elegant proposal for conquering these factors and attracting new business to rural communities: air travel. He said the introduction of regular commercial flights would simplify travel and has the potential to attract industry to the area.

"You've got a good

workforce here and low cost energy, and you've got a lifestyle that's incomparable," Ferrioli said. "Those are great attributes, and I think they could be attractive, but the time and distance factor has to be conquered."

Ferrioli admitted commercial flights would have to be subsidized, until they caught on, but the results could open up new options for rural areas.

Ferrioli said Oregonians

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State Sen. Ted Ferrioli

have better options than the Low Carbon Fuel Standard, which requires ethanol to be imported from other states and mixed with Oregonians' gas resulting in poorer miles per gallon, and he would like to see it removed or modified. Ferrioli advocates changes in technology being used — like converting public buses to natural gas instead of diesel — to achieve carbon reduction, instead of mandating a change in fuel. He said passing a transportation package is important and thinks that gas taxes will be key in passing it.

Another item on his to-do list is reforming the Public Employee Retirement System. He proposed capping PERS payments for future employees to alleviate the burden.

The senator is strongly opposed to Measure 97, which would impose a

2.5-percent tax on corporate gross sales that exceed \$25 million, with some of that money intended to benefit public schools.

Ferrioli said there are better ways to lower truancy rates and raise graduation rates than dumping money into the school system. He pointed to the career and technical education program at Baker City High School, which provides students with college-level courses that can help them get jobs and apprenticeships as certified nursing assistants, electricians and carpenters right out of high school.

He cited the relevancy of the program's courses for the 97-percent attendance rate and nearly 100-percent graduation rate.

Ferrioli described the Democratic-led Legislature as a "soliloquy" and wished they had to deal with the minority Republican party more.

"I'd love to see a regime change here," Ferrioli said.

As the minority party leader, he said he was hopeful Republicans would pick up two more state Senate seats this election.

If elected, Ferrioli said he will work toward welcoming the next million Oregonians into the state.

"This is an incredible place to live," Ferrioli said.

"This is the end of the Oregon Trail. Every dreamer in the United States of America who can get footloose is headed west."

STRINGER

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was such a great guy, I would think that he is what one might call a professional politician."

Stringer asserts Ferrioli has become too comfortable in Salem and said it's time for a more dynamic voice to be heard. He said the Democratic Party almost welcomes Ferrioli, and they figure he's a relatively safe known quantity.

Stringer describes himself as a Jeffersonian thinker more than a Hamiltonian and said he is radical but also a fiscal

conservative. He is against Measure 97 and reform of the state's Public Employees Retirement System, stating that the economy is cyclical in nature and is currently on the upswing. He said, with the right

"The mistakes have been made, and the courts have decided that we have to fulfill promises (to those who have paid into PERS)."

W. Mark Stringer

investments, PERS can get a return on those investments.

"The mistakes have been made, and the courts have decided that we have to fulfill promises (to those who have paid into PERS)," Stringer said.

Stringer has received some recent bad press after being arrested in Nyssa on a warrant for failing to appear in court, according to the Argus Observer. Stringer describes the arrest as a miscommunication following a violation of a restraining order stemming from a divorce case. Stringer says he was arrested over a miscommunication about completion of community service hours. Stringer claims that he had in fact completed them and shrugged off the incident.

"Bad press is better than none at all," he said.

CRARY

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only allow U.S. residents living in a district that is affected by the vote to give money to a campaign. He would also cap the amount any citizen could donate at \$2,600 in the primary election and \$2,600 in the general election.

The second issue Crary wants to address if elected is climate change. Despite working for BP for 25 years, Crary said he is a firm believer in switching to renewable energy and electric cars.

There is currently a \$7,500 federal income tax credit available to the first 200,000 buyers of electric cars. Crary would like to see the tax credit available for anyone wishing to buy an electric car.

He would also want to impose a carbon tax on gas and diesel sales and put the mon-

ey earned from the tax into renewable energy sources like wind, solar and biomass. Energy created from these sources could then be used to power electric cars, he said.

The third issue Crary is concerned with is crumbling infrastructure.

"The U.S. used to have infrastructure that was the envy of the world," he said. "We don't have that anymore."

He points to the fact the national gas tax has not been raised since 1993. He says a 20-cent-per-gallon tax increase would give the nation enough money to repair its roads and bridges as well as provide high-speed internet to rural areas.

He said another way to help pay for the country's mass of deferred maintenance would be to borrow more money, adding to the national debt. Crary said now is the time to borrow money as in-

terest rates are at "historical lows."

He said that updating the nation's infrastructure would provide a myriad of jobs, kickstarting economies across the nation and putting people to work.

Crary said he would also try to change congressional terms and limits, so representatives would spend less time trying to get re-elected and more time representing the people. He said he wants to extend the current two year terms and impose a 12-year maximum term limit to prevent what we call "professional politicians."

Crary said he has no desire to make a career of politics. He said he wants to take office, make hard decisions and real change and then return home.

"I don't consider myself a politician," he said. "I call myself a candidate."

WALDEN

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he is strongly opposed to a proposed 2.5 million-acre national monument in Malheur County and gained House approval to prevent funding for a monument declaration.

"The area is already protected by seven layers of government rules and regulations ..." he said. "I've also stood up against wilderness proposals on the Ochocos and at Crater Lake that have faced strong local opposition and would severely limit recreational access and fire management."

Walden said he will continue to work on efforts to better manage public lands. He said the House has

passed bipartisan legislation "to fix broken federal forest policy," including using wildfire prevention funds to pay for fire suppression, for the fourth year in a row. He said the Senate should pass the plan but pointed to some successes in the area, including increasing funding firefighting and hazardous fuel reduction.

Walden said veterans are a top priority and that he has helped more than 5,000 in the Second Congressional District with issues involving benefits. He said senior Veterans Administration officials should be held accountable and veterans should have access to care outside the VA in the communities in which they live.

He said protecting seniors and improving health

care in rural Oregon is also important. He said he helped prevent a spike in Medicare premiums and cuts to Social Security disability payments. He said drug addiction and mental illness also need attention.

Walden said he worked on legislation for a long-term transportation funding plan to improve the safety of roads, highways and bridges. He said he has also fought to improve the safety of railroads and rail tank cars and will continue to do so.

"I enjoy helping people and working to solve problems in our communities, our state, and our nation," he said. "I take my job as a representative very seriously, and look forward to earning the trust of the voters once more in November."

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