Lobby Your Legislator

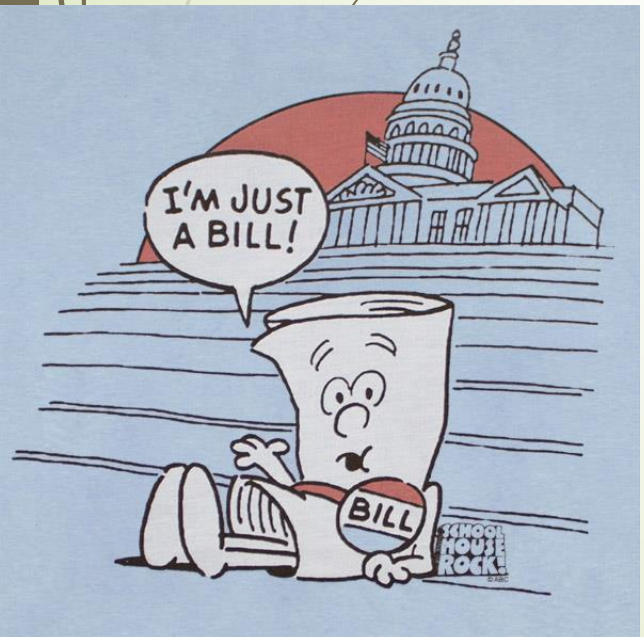
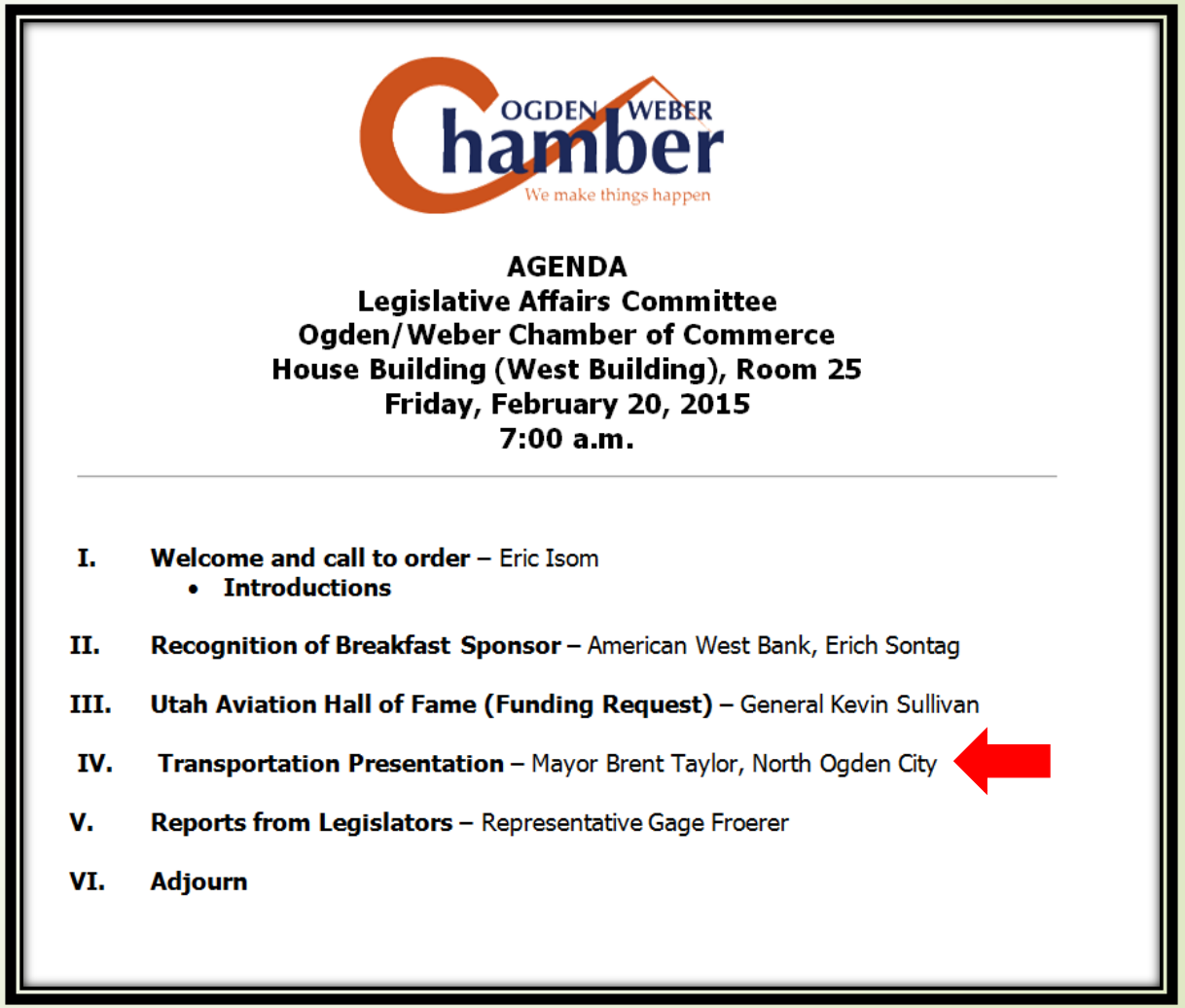


Image credits: Top: public domain; above: *Schoolhouse Rock* and right: http://www.mormonnewsroom.org/media/640x360/LES_1448.jpg

Foundational Principles

- *Frequent contact is key: set up a regular meeting with your Legislator*
- *Engage your Chamber of Commerce Legislative Affairs Committee*



OGDEN WEBER Chamber
We make things happen

AGENDA
Legislative Affairs Committee
Ogden/Weber Chamber of Commerce
House Building (West Building), Room 25
Friday, February 20, 2015
7:00 a.m.

I. **Welcome and call to order** – Eric Isom
- **Introductions**

II. **Recognition of Breakfast Sponsor** – American West Bank, Erich Sontag

III. **Utah Aviation Hall of Fame (Funding Request)** – General Kevin Sullivan

IV. **Transportation Presentation** – Mayor Brent Taylor, North Ogden City

V. **Reports from Legislators** – Representative Gage Froerer

VI. **Adjourn**

Foundational Principles

Personal Contact is Key

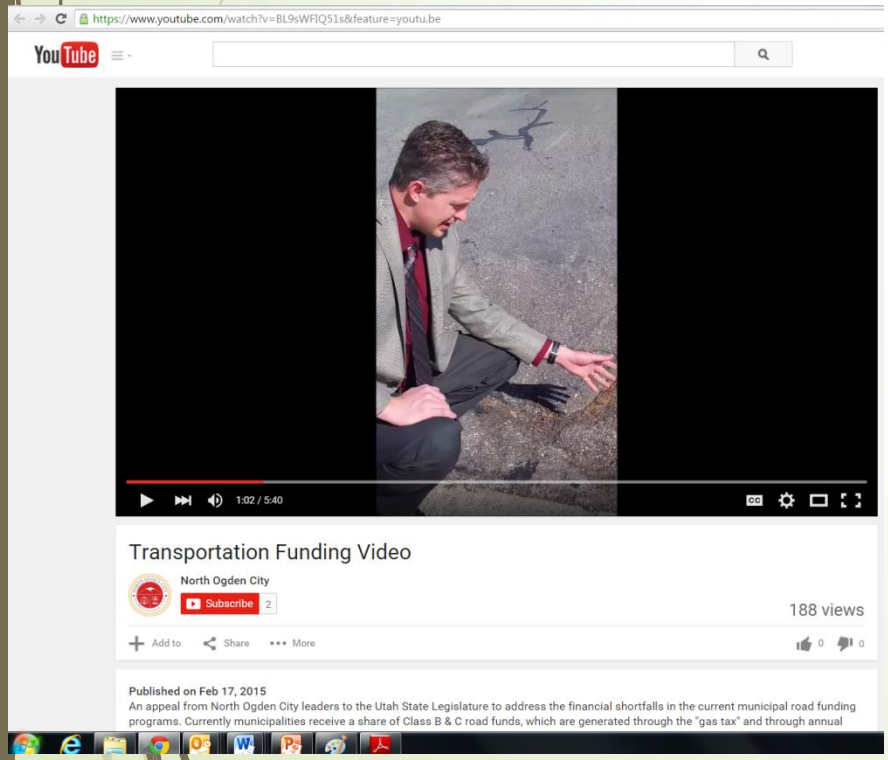
Whenever possible, set up an appointment and visit personally. Don't just rely on phone/email

Engage Other City Leaders

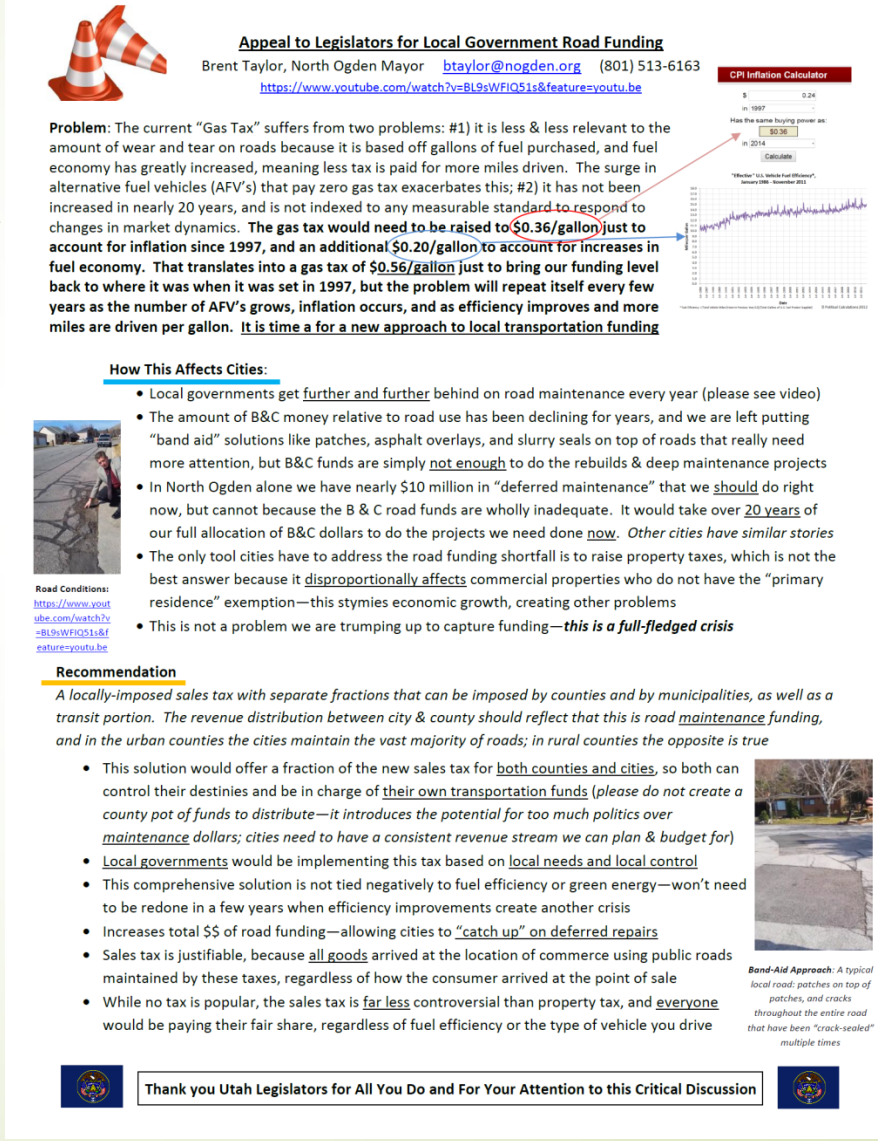
On a major issue, bring in other elected officials to help show how important the issue really is

Prepare Handouts/Take-aways

Simple, colorful, brief handouts/take-aways are great: legislators are busy people during session, and they may be on an iPad or phone working during your presentation, so give them something they can read later during someone else's presentation! Videos are great too!



https://www.youtube.com/watch?v=BL9sWFIQ51s&feature=youtu.be



Appeal to Legislators for Local Government Road Funding

Brent Taylor, North Ogden Mayor btaylor@nogden.org (801) 513-6163

https://www.youtube.com/watch?v=BL9sWFIQ51s&feature=youtu.be

CPI Inflation Calculator

Problem: The current "Gas Tax" suffers from two problems: #1) it is less & less relevant to the amount of wear and tear on roads because it is based off gallons of fuel purchased, and fuel economy has greatly increased, meaning less tax is paid for more miles driven. The surge in alternative fuel vehicles (AFV's) that pay zero gas tax exacerbates this; #2) it has not been increased in nearly 20 years, and is not indexed to any measurable standard to respond to changes in market dynamics. **The gas tax would need to be raised to $0.36/gallon just to account for inflation since 1997, and an additional $0.20/gallon to account for increases in fuel economy. That translates into a gas tax of $0.56/gallon just to bring our funding level back to where it was when it was set in 1997, but the problem will repeat itself every few years as the number of AFV's grows, inflation occurs, and as efficiency improves and more miles are driven per gallon. It is time a for a new approach to local transportation funding**

How This Affects Cities:

- Local governments get further and further behind on road maintenance every year (please see video)
- The amount of B&C money relative to road use has been declining for years, and we are left putting "band aid" solutions like patches, asphalt overlays, and slurry seals on top of roads that really need more attention, but B&C funds are simply not enough to do the rebuilds & deep maintenance projects
- In North Ogden alone we have nearly $10 million in "deferred maintenance" that we should do right now, but cannot because the B & C road funds are wholly inadequate. It would take over 20 years of our full allocation of B&C dollars to do the projects we need done now. *Other cities have similar stories*
- The only tool cities have to address the road funding shortfall is to raise property taxes, which is not the best answer because it disproportionally affects commercial properties who do not have the "primary residence" exemption—this stymies economic growth, creating other problems
- This is not a problem we are trumping up to capture funding—***this is a full-fledged crisis***

Road Conditions: https://www.youtube.com/watch?v=BL9sWFIQ51s&feature=youtu.be

Recommendation

A locally-imposed sales tax with separate fractions that can be imposed by counties and by municipalities, as well as a transit portion. The revenue distribution between city & county should reflect that this is road maintenance funding, and in the urban counties the cities maintain the vast majority of roads; in rural counties the opposite is true

- This solution would offer a fraction of the new sales tax for both counties and cities, so both can control their destinies and be in charge of their own transportation funds (*please do not create a county pot of funds to distribute—it introduces the potential for too much politics over maintenance dollars; cities need to have a consistent revenue stream we can plan & budget for*)
- Local governments would be implementing this tax based on local needs and local control
- This comprehensive solution is not tied negatively to fuel efficiency or green energy—won't need to be redone in a few years when efficiency improvements create another crisis
- Increases total $$ of road funding—allowing cities to "catch up" on deferred repairs
- Sales tax is justifiable, because all goods arrived at the location of commerce using public roads maintained by these taxes, regardless of how the consumer arrived at the point of sale
- While no tax is popular, the sales tax is far less controversial than property tax, and everyone would be paying their fair share, regardless of fuel efficiency or the type of vehicle you drive

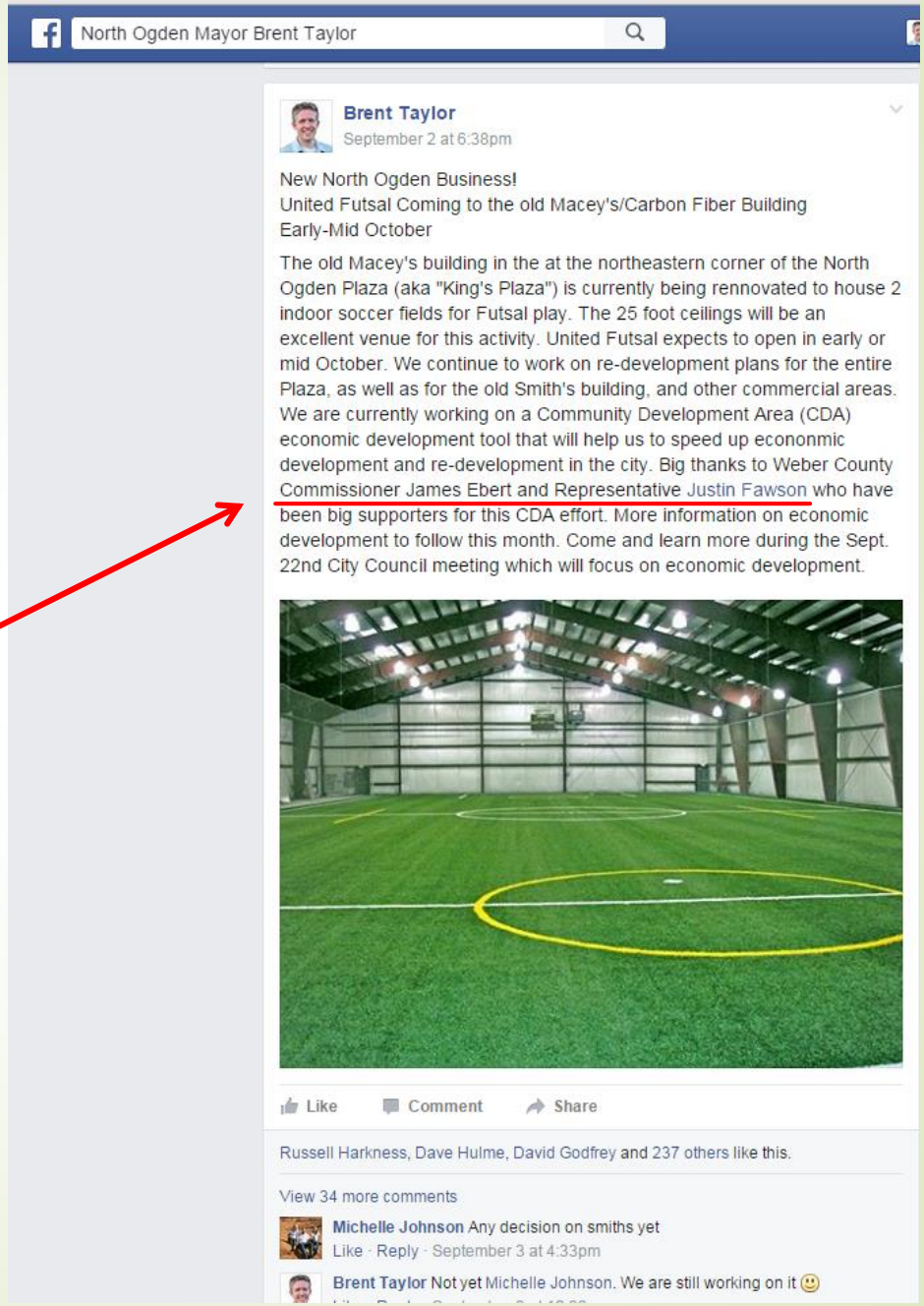
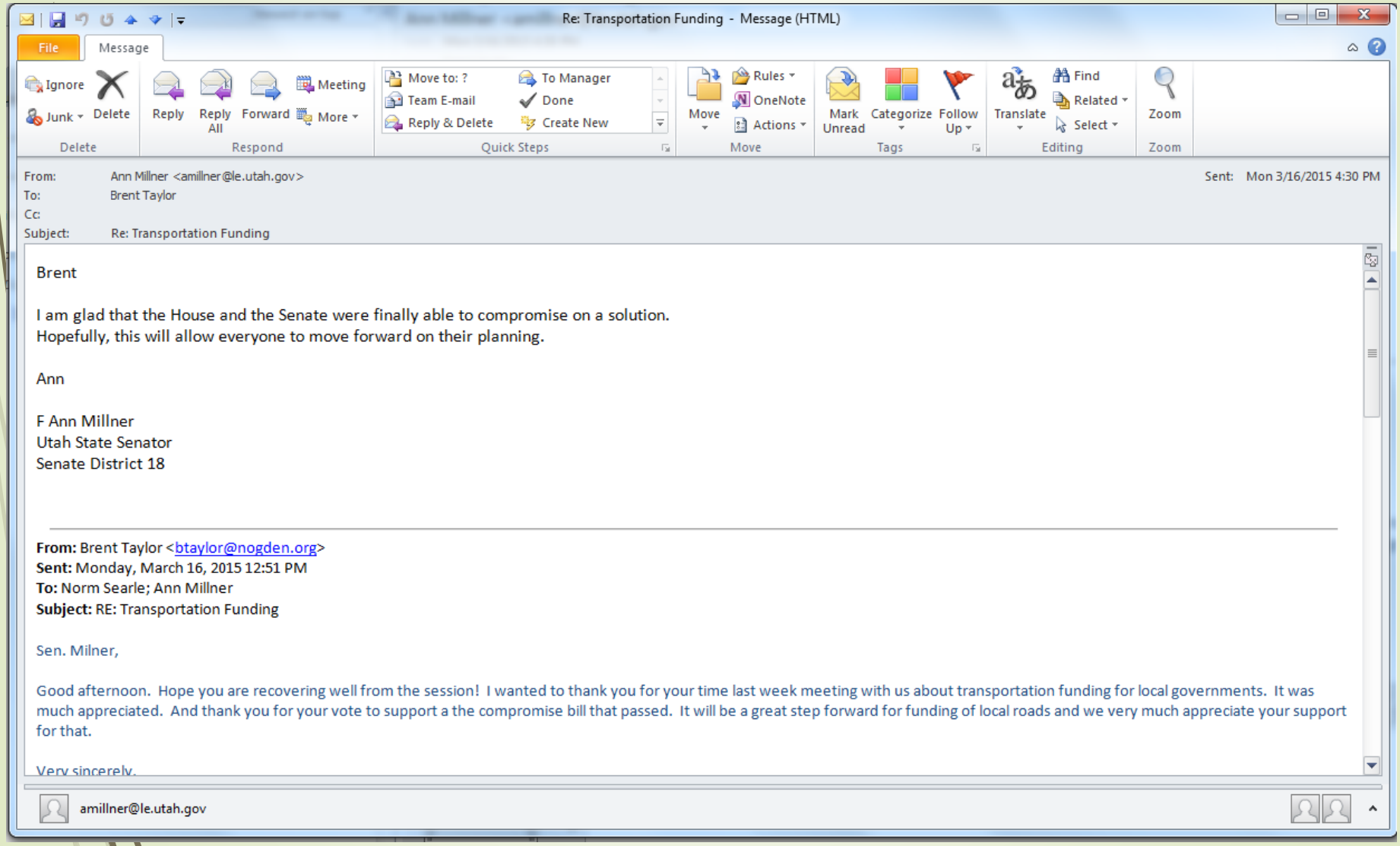
***Band-Aid Approach**: A typical local road: patches on top of patches, and cracks throughout the entire road that have been "crack-sealed" multiple times*

Thank you Utah Legislators for All You Do and For Your Attention to this Critical Discussion

http://docdro.id/kO5ly2q

"Scratch their Backs"

- *Make sure you recognize your Legislator's efforts on behalf of your city through social media, speeches, newsletters, etc.*
- *Make it a "win-win" for your Legislator*



Make Sure to Say "Thank You"