

# OFFICIAL VOTER INFORMATION



## DAVIS COUNTY OPINION QUESTION #1 INFORMATION PAMPHLET

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The following Opinion Question #1 will be on the  
November 6, 2007 General Election ballot:

**Davis County Opinion Question #1**

Shall Davis County, Utah be authorized to impose .25% sales and  
use tax for corridor preservation, congestion mitigation, or to  
expand capacity for regionally significant transportation facilities?

Yes

No

## Why Voting YES on Opinion Question #1 Makes Sense

With a rapidly growing population and streets and highways becoming more congested every day, Davis County faces a transportation crisis. Even with the opening of FrontRunner commuter rail next spring and the southern portion of Legacy Parkway later in 2008, our transportation infrastructure needs major expansion and more capacity. Congestion is spreading from the major highways to secondary streets and roads.

Transportation congestion is a major threat to our healthy economy, and to our enviable quality of life. Without good mobility, our economy cannot function properly and our quality of life is severely diminished.

On election day, Nov. 6, voters in Davis County will have the opportunity to fight further congestion and to take a stand for jobs and a strong economy. By voting YES on Opinion Question 1, you will be voting to accelerate construction of vital highway and mass transit projects in Davis County with new revenue from a quarter-cent sales tax.

Along with building more immediate transportation capacity, a YES vote on Opinion Question 1 will help preserve corridors for critically needed future highway and transit projects. Rights-of-way for these projects must be purchased before homes and businesses are built on the corridor and the costs skyrocket. Money spent today on corridor preservation saves multi-millions of dollars in the future.

Passage of Opinion Question 1 is so important that almost all of Davis County's leaders support it. The Davis Chamber of Commerce, representing business leaders, has led the effort to win support. Davis County political leaders, nearly all endorse passage of Opinion Question 1.

Opinion Question 1 will save significant tax dollars in the long term. Davis County will be eligible for more state transportation funding for important projects. The Utah Transportation Commission considers local participation a significant factor in funding projects, as does the Utah Transit Authority. Projects like the northern Davis County portion of Legacy Parkway will get a boost, as will light rail transit in southern Davis County.

Davis County elected officials, working closely with the Wasatch Front Regional Council, the Utah Transit Authority, and the Utah Department of Transportation, will determine what projects will receive funding. A priority list of highway and transit projects all across the county is being developed. While the immediate revenue will not build every project on the list, the funding will provide a permanent revenue stream, accelerating construction of all top-priority projects. Long-term, the funding will help build numerous highway and transit projects across the county.

Voters should be aware that inaction has serious consequences. A well-functioning transportation system is fundamental to a robust economy. A healthy economy, in turn, provides good-paying jobs for our citizens and enough tax revenue to support quality education and other social needs. This is our opportunity to fight congestion, improve mobility, preserve our quality of life, and ensure a strong economy in Davis County. Please vote YES on Opinion Question 1.

John Pitt  
President/CEO  
Davis Chamber of Commerce

## Why Voting **NO** on Opinion Question #1 Makes Sense

At a time of unprecedented tax increases and record government surpluses, voters are being asked to approve a new .25% sales tax to fund transportation projects. This is an increase of 4% in the general sales tax and a 5.5% increase in the sales tax on food. It would also be the third separate transportation sales tax in Davis County and it follows on the heels of an increase in vehicle fees dedicated to transportation.

Let's take a look at some facts:

- We already pay a .25% "Mass Transit" sales tax plus a .25% "Additional Mass Transit" sales tax. If this proposed sales tax passes, sales taxes dedicated to transportation will increase by 50%.
- Since July 1, we are paying an extra \$10 vehicle registration fee for transportation corridor preservation on each registered vehicle at a cost of around \$2 million annually.
- Four separate property tax increases have already been enacted this year at a cost of millions of dollars to property owners (county, school district, mosquito abatement district, Weber Basin Water).
- The state's taxpayer funded surplus was estimated to be between \$160 and \$260 million at the end of June, 2007.
- Governments refuse to implement procedures to prevent taxpayer funds from being used to employ illegal aliens using our children's stolen identities in spite of the fact that:
  - The Attorney General "uncovered an alarming new crime spree involving illegal aliens and identities stolen from victims under the age of 12."

Workforce Services reported that 1,626 employers paid salaries to Social Security numbers of Utah children under age 12.

So the questions that need to be answered before voting are: 1. Why, at a time of record surpluses and huge property tax increases, are we being asked to approve another new tax? 2. Why don't governments better prioritize and manage the billions of dollars that they collect rather than increasing taxes? 3. At a time the national housing market is declining and employment growth has stalled, why should we impose a new tax on food and other necessities of life? 4. Shouldn't governments put programs in place to ensure that taxpayer funds are not used to hire illegal aliens using our children's stolen identities before asking for more taxes?

So what are the alternatives? Well, state government, which has a \$10 billion budget and huge taxpayer funded surpluses, can fund these transportation programs thereby alleviating the need for tax increases.

Developers can pay impact fees to help offset the cost of new roads and increased congestion that their projects generate rather than shifting the costs to taxpayers.

Elected officials can follow Mitt Romney's example when he squeezed hundreds of millions of dollars in savings from the billion dollar Olympic budget by only funding "must-haves."

The bottom line is this. Government will always seek higher taxes to fund a never-ending list of proposals. We elect representatives to manage the taxpayer's funds. It is time that they start doing their jobs and stop increasing taxes.

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