



CITIZENS for Limited Taxation

44 Years as the Voice of Massachusetts Taxpayers
Post Office Box 1147 □ Marblehead, Massachusetts 01945
(508) 915-3665 □ staff@cltg.org □ www.cltg.org

February, 2018

Greetings members, activists, and past supporters;

Here we go, a new year is upon us and we taxpayers have so much to overcome and accomplish in 2018.

Last year at this time legislators were celebrating the obscene \$18 million pay raise they grabbed for themselves, adding the judiciary in it just to make it referendum repeal-proof. At least we taxpayers weren't assaulted by another selfish money grab at the start of this year's session — but *it is* an election year and they're hoping their constituents have forgotten that treachery. *We have not and hope you haven't either. We won't let you or anyone else forget.*

But already we've been to the State House to testify against two more plots to pick our pockets: S.1987 resurrects last year's bill to expand tolling to other highways and roads across the commonwealth, and; H.1828 proposes "a vehicle mileage user fee task force." CLT communications director Chip Faulkner was *the only* opponent who appeared before the Transportation Committee to oppose both, and any further burdens on motorists.

Then there are the ballot questions: CLT is focused on two.

The *worst* is the proposed Graduated Income Tax constitutional amendment (deceptively termed "The Fair Share Amendment" or "The Millionaire's Tax"). CLT was founded in 1975 to defeat the *fourth* Grad Tax assault on the 1976 ballot. CLT again strenuously campaigned against and defeated the *fifth* attempt on the ballot in 1994. We recognized back then and still recognize that a constitutional amendment is *forever*. It will *never* go away and will *inevitably* expand. Either Massachusetts has a flat tax where everyone is fairly taxed equally at the same rate — *or we don't*, and divide-and-conquer by tax brackets at last will reign. CLT intends to again strenuously oppose this abomination.

The *best* proposed ballot question is the one to roll back the state sales tax from 6.25% to 5% and establish a statutory, predictable, annual sales tax holiday weekend. CLT members helped collect the signatures that are moving this onto the November ballot. We will testify in favor of its passage before the Revenue Committee, though undoubtedly it will be rejected

Every Tax is a Pay Cut . . . A Tax Cut is a Pay Raise

there and more signatures will be necessary in the spring to put it on the November ballot.

Next on our agenda are the candidates for the Legislature. Already CLT's 2½ PAC is interviewing prospective candidates to decide its support. Many who have announced their candidacies are running on the Legislature's obscene pay grab, which will be a major issue in the upcoming election. We're working on it now and in our next letter to CLT membership — in the spring — we'll be including CLT's Legislative Ratings for the 2017 legislative year; each legislator's voting record on taxpayer issues. (A preview: It's pretty dismal.)

We your staff at CLT want to keep this taxpayers' agenda for 2018 moving ahead, but as always, that depends on you and all our present and past members and supporters.

This letter is going out to all those who have been CLT members over the past decade — even if they didn't respond last year. If you're among those who didn't, we hope you'll renew your lapsed membership for 2018.

Thank you if you're one of the stalwart, loyal CLT members-in-good-standing who kicked in to help keep us fighting for all taxpayers in 2017. We surely appreciate your generosity — even if so many who benefit so greatly from CLT and its members don't.

We'd all be in a bigger world of hurt in Massachusetts if CLT goes away and Beacon Hill takes back all our successes over the decades, runs roughshod over taxpayers without opposition. We all know that's *exactly* what would happen without CLT fighting back.

Please take this opportunity to make sure that doesn't happen. Help enable CLT to stand for you and all taxpayers across the state.

We're all counting on you to make the most generous contribution you can afford, to renew your membership for 2018, to help us keep more of what we earn.

This year CLT's income tax rollback will drop from 5.1% to 5.05% — *a savings for all*. If what CLT saves you with its Proposition 2½ — your property tax and your auto excise (tax) alone — *isn't enough to share with CLT*, we'll be saving you *even more this year* with our income tax rollback — ***leaving even more money into your pocket.***

We hope you will renew your CLT membership immediately.

You can make a contribution right now online by credit card here:

<http://cltg.org/contribution.htm>

Thanks for your anticipated support. With it you can count on CLT fighting tirelessly for your interests as taxpayers.



Chip Ford
Executive Director



Tues., Jan. 16, 2018



Wed., Jan. 17, 2018



Wed., Jan. 17, 2018



Wed., Jan. 17, 2018

EDITORIAL

About that income tax rollback

The November 2000 election will always be remembered for hanging chads — the unloosened punch-outs from paper ballots that confounded Florida's election machines en route to George W. Bush's narrow victory over Al Gore.

Here in Massachusetts, we'll remember it as the month when more than 1.5 million voters agreed, as if they had some say in the matter, to reduce the state income tax rate to 5 percent.

Theirs represented more than 56 percent of all votes cast on Question 4 on that year's ballot. And, for the most part, they were symbolic votes.

Nearly 18 years and a full generation of human history later, that reduction still hasn't happened.

As taxpayers gather paperwork to file their returns to the Internal Revenue Service and state Department of Revenue over the next few months, they'll doubtlessly notice that Massachusetts' income tax rate is still 5.1 percent — the same as last year. For some of us, anyway, it will be yet another aggravating reminder of a Legislature that has consistently ignored the will of voters.

The vote 18 years ago called for dropping the personal income rate from 5.95 percent to 5 percent over three years. Two years after that, lawmakers froze the downward trend at 5.3 percent and instead instituted automatic triggers that would only drop the rate further if the state met certain revenue benchmarks. It was like a bonus plan for taxpayers — except this isn't a for-profit business that rewards workers with a share of the profits, it's government spending money that it takes from workers.

Making the final, hairline step to 5 percent probably wouldn't save the average taxpayer enough money to buy a couple of pizzas. State officials estimate it would cost them \$500 million. That kind of money isn't readily squeezed from a state budget, even at \$40.2 billion. It's understandable that hitting a target of 5 percent might take two or three years of effort.

Again, it has been nearly 18 years since voters gave Beacon Hill its marching orders — almost enough time to create and raise a new, uncynical adult voter.

Given that expanse of time, one might be forgiven for

writing off as hopeless attempts to hold lawmakers to the demands of the 2000 referendum. On the other hand, absent periodic reminders, you can rest assured that the Legislature won't be acting to fix the income tax rate on its own.

So, here's to the Bruce Tarrs of this world. The Republican from La Mancha files near-annual legislation to complete the unfinished work of the 2000 tax rollback.

"The voters have waited long enough," said Tarr, the Senate minority leader, who is actually from Gloucester, in a bit of understatement while making one of his most recent gestures a couple of years ago.

Almost as assuredly as the Patriots will start Tom Brady at quarterback this Sunday, his bill died in a Legislature controlled by Democrats.

Note that this income tax rollback isn't something that was hatched 18 years ago and has been forgotten in time. It's a directive that the Legislature has ignored time and time — and time — again.

The referendum calling on the tax rollback was enough of a triumph for the late Marbleheader Barbara Anderson that it was mentioned in her obituary. The longtime director of Citizens for Limited Taxation was even more famous for championing Proposition 2½, which limited increases on real estate and personal property taxes. Until her death two years ago, she lived with the disappointment of a Legislature that had delayed and delayed the final implementation of this tax cut.

"It's time to honor the voters' will," Anderson told Statehouse reporter Christian Wade in the spring of 2015.

Indeed, it was past time.

Whether they do it for the citizens of Massachusetts who directed them — or in memory of Barbara Anderson who implored them — lawmakers should finally deliver on the income tax cut that has now been 18 years in the making.

Legislative lugheads dip into our pockets...again



The hacks at every level of government regard motorists the same way that McDonald's regards cattle — whenever they get hungry, we're dinner.

Amid the rush of other news — FBI scandals, coddling of illegal aliens, the Super Bowl, etc. — you've probably missed the most recent avalanche of assaults on America's most oppressed majority, car owners.

Let's take a look at what happened last week:

The U.S. Chamber of Commerce is demanding that Congress raise the federal gas tax by 25 cents per gallon to raise \$375 billion for pointless road-construction projects that never end, and only make traffic more congested, not less.

The city of Boston is considering charging for neighborhood parking permits that would allow residents to park in spaces that even City Hall concedes don't exist.

On Beacon Hill, the Legislature last week held a hearing on 97 different transportation bills, all of which would soak the Massachusetts motorist even more — including one that would charge residents for every mile they travel.

Let's start with the proposed hike in the federal gas tax, because it's a good example of how these plundering schemes work.

Right now, the economy is on fire. So the Chamber's argument is this is the right time to soak the people because, finally, after eight years of Obama-era malaise, they finally have a few bucks in their pockets ... so they won't even notice when we pick their pockets!

Conversely, when the economy is a tailspin — as it was under Obama — the hacks argue that's the perfect time to raise taxes. They'll tell you it's because revenues are down because everyone's too broke to travel or ship goods and that more gas-tax revenue translates to a "stimulus" for the moribund economy by giving money to road contractors, i.e., Chamber of Commerce types and the hack trade unions, i.e., Democrat voters.

To sum up: It's always the perfect moment to raise gas taxes.

Next, the crackpot proposal to charge for resident parking stickers in the city of Boston. Here's all you need to know: in the North End, there are 4,000 parking permits, and 1,600 parking spaces. That undisputed statistic leads me to believe that the current charge for a permit — zero — accurately reflects the worth of said permit, which is nothing. End of argument.

Finally, we arrive at the State House, where for the second time in three months the hacks are considering legislation to impose yet more tolls on state roads. That bill is S. 1987, and as Chip Faulkner of Citizens for Limited Taxation said, "It's like Groundhog Day," the way the General Court keeps trying to mug motorists.

The solons last week also took up another bill that keeps

reappearing like a bad penny — this year it's called H. 1828, which would establish a Pabst-blue-ribbon commission to study "a user fee that is based on the number of miles traveled on roads in this state by motor vehicles."

Gee, I wonder what this "task force" of extinguished payroll patriots will recommend. What a great idea, letting the very ethical scandal-free commonwealth of Massachusetts track every driver's movements. What could possibly go wrong? But not to worry — this 1984-style shakedown includes provisions to "ensure drivers' privacy."

Of course it does. Wink wink, nudge nudge.

But dammit, the hacks need more money for our "crumbling infrastructure." It's not enough what they already grab — sales tax on car sales, municipal excise taxes, fees to the Registry for registration and drivers' licenses, inspection fees, tolls, gas taxes (up three cents per gallon in 2013) etc., etc.

The Reason Foundation compiles an annual Highway Report on road costs in all 50 states. These numbers are truly astonishing, not to mention appalling.

For maintenance disbursements, the national average is \$25,996 per mile. In Massachusetts, the hacks spend \$78,313 per mile.

Then there's the cost of "administration" — the hackerama, in other words. Nationally, the average hack cost is \$10,051 per mile. In Massachusetts it's \$74,924.

Faulkner from the CLT read off these numbers (again) to the Legislature's Transportation Committee at the hearing last week.

"The most irritating aspect of these revelations," he said, was that "the committee didn't appear to be disturbed by these statistics whatsoever, or even interested."

These particular highway robberies won't go anywhere — not immediately, anyway. You see, this year the hacks on the hill have their eyes on an even bigger heist — the referendum to almost double the state income tax, but only on "millionaires." This attempt to rob the taxpayers (all of whom will, in short order, be defined as "millionaires") has been rejected at the ballot box five different times in the past 50 years.

But now the hackerama has concluded that the electorate has been sufficiently dumbed down to vote to beggar themselves for the benefit of the nonworking classes.

This is why the hacks feel no need to even defend themselves and their current depredations, let alone this long-dreamed-of Crime of the Century, the graduated income tax. They think we're too stupid to figure out what's going on, that the average voter is so dumb that all he cares about is the Super Bowl.

The sad thing is, the hacks may be right.

Order Howie's new book, [Kennedy Babylon](http://www.howiecarrshow.com), at [howiecarrshow.com](http://www.howiecarrshow.com).

CLT's Proposition 2½ and the Auto Excise (Tax)

Most people know Proposition 2½ as the Citizens for Limited Taxation initiative petition and 1980 ballot question that limited property tax increases to not more than 2.5 percent per year.

But they are often unaware, or forget, that since 1980 it also reduced the annual municipal automobile excise from \$66 per thousand dollars of a vehicle's assessed value to \$25 per thousand dollars of its assessed value — a 62% savings.

This table shows how much CLT's Proposition 2½ saves you every year, year after year, just in your auto excise (tax).

VALUATION	CURRENT EXCISE	PREVIOUS EXCISE	YOUR SAVINGS
\$1,000	\$25	\$66	\$41
\$2,000	\$50	\$132	\$82
\$3,000	\$75	\$198	\$123
\$4,000	\$100	\$264	\$164
\$5,000	\$125	\$330	\$205
\$6,000	\$150	\$396	\$256
\$7,000	\$175	\$462	\$287
\$8,000	\$200	\$528	\$328
\$9,000	\$225	\$594	\$369
\$10,000	\$250	\$660	\$410
\$11,000	\$275	\$726	\$451
\$12,000	\$300	\$792	\$492
\$13,000	\$325	\$852	\$533
\$14,000	\$350	\$924	\$574
\$15,000	\$375	\$990	\$615
\$16,000	\$400	\$1,056	\$656
\$17,000	\$425	\$1,122	\$697
\$18,000	\$450	\$1,188	\$738
\$19,000	\$475	\$1,254	\$779
\$20,000	\$500	\$1,320	\$820
\$21,000	\$525	\$1,386	\$861
\$22,000	\$550	\$1,452	\$902
\$23,000	\$575	\$1,518	\$943
\$24,000	\$600	\$1,582	\$984
\$25,000	\$625	\$1,650	\$1,025
\$26,000	\$650	\$1,716	\$1,066
\$27,000	\$675	\$1,782	\$1,107
\$28,000	\$700	\$1,842	\$1,148
\$29,000	\$725	\$1,914	\$1,189
\$30,000	\$750	\$1,980	\$1,230
\$35,000	\$875	\$2,310	\$1,435
\$40,000	\$1,000	\$2,640	\$1,640

Citizens for Limited Taxation

Enclosed is my 2018 Membership Dues of:

\$1000 (John Hancock)

\$500 (John Adams)

\$250 (Sam Adams)

\$100 (Paul Revere)

\$50 (Capt. John Parker)

\$35 (Minuteman)

Other: \$ _____

Please Print Clearly

NAME: _____

ADDRESS: _____ APT #: _____

CITY/TOWN: _____ ZIP: _____ - _____

PHONE: () _____ - _____

TURN OVER FOR MORE 

**Please make your check payable to CLT
or Citizens for Limited Taxation**

- I'm not yet on your computer e-mail list but would like to receive CLT membership e-mail updates and alerts delivered to my computer! Please subscribe me using my personal e-mail address:

(PLEASE PRINT YOUR E-MAIL ADDRESS VERY CLEARLY)

You can e-mail CLT at: staff@cltg.org

Visit CLT's website at: www.cltg.org

CLT can accept all contributions, including corporate, but they are not tax deductible

PO Box 1147 • Marblehead, MA 01945 • (508) 915-3665

PLEASE
PLACE
FIRST-CLASS
STAMP
HERE



Citizens for Limited Taxation
PO Box 1147
Marblehead, MA 01945-5147

Citizens for Limited Taxation

PO Box 1147

Marblehead, Massachusetts 01945



Your 2018 CLT membership card is enclosed!