WHAT WILL IT TAKE?
IMPACTING PUBLIC POLICY
WHAT CAN NONPROFITS DO?

Always Permissible

ADVOCACY
Not defined in law. In practice, efforts to create policy and systems change

This is fertile territory for all nonprofit organizations. Think broadly about what’s possible: organizing communities, educating legislators, nonpartisan voter education, research, litigation, regulatory efforts, training grantees to lobby.

Never Permissible

PARTISAN POLITICAL ACTIVITY
Intervening in political campaigns on behalf of candidates or political parties

Partisan political activity is illegal for nonprofits and could get your organization in big trouble. This is some pretty common sense stuff, i.e., don’t contribute to a candidate’s campaign with nonprofit dollars or pay for partisan voter registration efforts.

It Depends

 LOBBYING
Communicating a specific viewpoint about a legislative proposal to a lawmaker OR asking someone else to

The degree to which you can lobby depends on your tax status.
PRIVATE FOUNDATIONS
Private Foundations CAN fund organizations and projects that include lobbying, provided they don’t earmark funds specifically for lobbying.
Private Foundations cannot directly lobby except in very limited circumstances.

PUBLIC CHARITIES
Public charities can lobby as long as it’s not a major part of the organization’s activities.
The IRS provides two options for how public charities track and report their lobbying.

INSUBSTANTIAL PART
This is the default, but there are few instances when it is the preferred method of tracking lobbying. The law says that lobbying must be an “insubstantial” part of a nonprofit’s activity, but does not define the term.

501(h) ELECTION
Your organization can submit a form to elect for lobbying to be measured under 501(h) standards, which are much clearer. Lobbying expenses are capped based on your organization’s operating budget.
What do you want?

Why does it matter?

Tell me about it.
What do you want?

GOAL  ASK
What do you want?

MEH
We need more options for seniors to age in place.

BETTER
We want the City of Plainsville to adopt a Complete Streets policy.

BEST
We want the City of Plainsville to adopt a Complete Streets policy.
Will you please sponsor?
Why does it matter?

DATA + PEOPLE
Why does it matter?

Nearly 90% of people over age 65 want to stay in their home for as long as possible.

Medical transport is the #1 request made to the Plainsville United Way referral line.

Medical transport is the #1 request made to the Plainsville United Way referral line. That’s why 45 organizations in our community have joined together to...
Tell me about it.

One Page

What do you want?
Goal
Ask

Why does it matter?
Data
People
Tell Me About It.

June 5, 2022
Indianapolis-Marion County City-County Council
201 E. Washington St.
Indianapolis, IN 46204

Dear Councillors,

Along with the 40 undersigned partners, we are writing to urge your final adoption of Proposal Number 175, 2022, which was introduced before the Council on May 1, and approved unanimously with a disparity recommendation through the Rules and Public Policy Committee on May 17. This proposal updates the City of Indianapolis’ current Complete Streets ordinance (adopted in August 2012) and is intended to enhance EQUITY, TRANSPARENCY, and ACCOUNTABILITY in ensuring successful implementation of a safe, reliable, efficient, integrated, and connected multimodal transportation system that promotes under-served neighborhoods.

The current Complete Streets ordinance commits transportation planners and engineers to plan, design, construct, operate, and maintain the entire roadway with all users in mind. Complete Streets allows motorists, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities to move safely along and across the roadway.

We expect the updated Complete Streets ordinance language and subsequent implementation to ensure an equitable and inclusive community engagement process during planning and implementation of projects, publicly available design standards, and a strengthened commitment to performance measures that evaluate the policy’s impact and reach.

There are many design elements that make up a Complete Street, such as sidewalks, bike lanes, special bus lanes, safe crossing opportunities, median islands, and accessible pedestrian signals. Not every street needs every design element, and one Complete Street may look quite different than the next. Having an updated ordinance in place will ensure that roadway improvements in neighborhoods across Indianapolis balance safety and convenience for everyone, regardless of age, ability, income, or chosen mode of transportation.

Complete Streets improve the livability of a community and can positively impact public safety, public health, and the environment. Complete streets can also bring new economic opportunities and improved property values to neighborhoods. With your support, Indianapolis’ updated Complete Streets ordinance will ensure more transparent and equitable execution of Complete Streets throughout the city-county.

Please feel free to contact any of the undersigned organizations if you have questions or would like additional information. Thank you for your support of Proposal Number 175, 2022.

Sincerely,

[Signatures]

State Legislative Director
American Association of State公路 Highway Officials (AASHTO)
WHAT WILL IT TAKE?
Resources
THANK YOU!
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