

## EXECUTIVE SUMMARY

The City of Plymouth functions in a multijurisdictional environment and is often subject to mandates from the State of Minnesota, Hennepin County, the Metropolitan Council and various watershed districts. The city participates in the Municipal Legislative Commission, League of Minnesota Cities, Metro Cities and Minnesota Chiefs of Police Association and generally supports their legislative platforms. This legislative agenda is intended to advocate specifically for the community's residents and businesses, avoid duplication of services and enable the city to govern itself.

## I. TRANSPORTATION

To efficiently transport commuters and promote business growth, the city encourages the legislature and Hennepin County to identify long-term funding sources with growth potential to allow for construction and maintenance of efficient transit and highway systems. Specifically, Plymouth supports the following:

**County Road 47 Turn Back.** The city supports the turn back of County Road 47, with the understanding that the county adequately funds improvements needed to bring the road to an appropriate standard. In addition, the city supports a state capital bonding request to fund this regional corridor. (Hennepin County, State of Minnesota)

**Half-Cent Transportation Sales Tax.** The city urges the Hennepin County Board to ease restrictions on the half-cent transportation sales tax collection to allow flexibility to fund county road and bridge projects. (Hennepin County)

**Suburban Transit.** The city supports preserving suburban transit, expanding the transit taxing district and maintaining full MVST funding for suburban transit providers. (Metropolitan Council, State of Minnesota)

**Highway 169.** The city supports improvements to Highway 169 to improve mobility in Plymouth. (Metropolitan Council, State of Minnesota)

**Motor Vehicle Lease Sales Tax Allocation to Hennepin County.** The city advocates for eliminating the exemption that prevents Hennepin and Ramsey counties from receiving their portion of the sales tax on leased vehicles through the county state aid formula. This change would provide an estimated \$12 million in additional funding to Hennepin County to be used on roads and bridges. (State of Minnesota, Hennepin County, Ramsey County, Hennepin County cities, Ramsey County cities)

**Highway 55 Bus Rapid Transit.** The city supports efforts to complete a Hwy 55 Mobility Study to consider advancing bus rapid transit on Hwy 55. (Hennepin County, State of Minnesota and the Metropolitan Council)

## II. GENERAL GOVERNMENT

**Local Control.** The city opposes legislation that erodes local decision making and control. The city believes that decision making happens best at the local level. (Metropolitan Council, State of Minnesota)

**Water Management.** The city must meet water quality standards from the Minnesota Department of Natural Resources, Board of Soil and Water Resources, Elm Creek Watershed District, Minnehaha Creek Watershed District, Shingle Creek Watershed District, Bassett Creek Watershed District, Metropolitan Council, United States Environmental Pollution Agency, Army Corps of Engineers, Minnesota Department of Health, Minnesota Pollution Control Agency and Hennepin County. The City of Plymouth supports process improvements aimed at streamlining applications and standards.

**Metropolitan Council.** The city supports reform of the Metropolitan Council's make-up and municipal input in this process. A majority of members should be elected officials, appointed from cities and counties in the region. Terms of Metropolitan Council members appointed by the governor should be staggered and not coterminous with the governor. The Metropolitan Council should represent the entire region and voting should be structured on population and incorporate a system of checks and balances. (Metropolitan Council, State of Minnesota)

**Statutory Authority.** The city supports legislation confining the Metropolitan Council to its statutory authority. (Metropolitan Council, State of Minnesota)

**Transportation Advisory Board.** The city supports re-examination of the Transportation Advisory Board's make-up and supports municipal input in this process. (Metropolitan Council)

**Economic Development Tools.** The city supports funding of the State JCF (Job Creation Fund) and MIF (Minnesota Investment Fund) to allow opportunities for business development and job creation, and further encourage economic development. (State of Minnesota)

**Sales Tax Exemption.** The city supports a sales tax exemption for the purchase of construction materials in conjunction with the reconstruction of Fire Station 2 and the renovation of Fire Station 3.

### III. FISCAL REFORM

The city supports fiscal reforms that foster local independence from the state.

**No Expansion of Fiscal Disparities.** The City of Plymouth contributes 6.2% of its tax base to fiscal disparities and does not support the expansion of the program as a tool to balance the region's tax base. The city opposes any legislation that would redirect fiscal disparity contributions to special projects. (State of Minnesota)

**Building Permit Fees.** The City of Plymouth supports fees and regulations necessary for new development to pay for itself. The City of Plymouth disagrees with the recent Housing First (BATC) publications that state that city building fees cause housing in Plymouth to not be affordable. Based on the City calculations, the fees charged for a new home in Plymouth, including all development and building fees, are less than 5% of the total cost of the average new home in Plymouth.