

# 2023 LEGISLATIVE PRIORITIES



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.



## 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:

**CHANKAHDA TRAIL (FORMERLY COUNTY ROAD 47).** The city requests \$20 million in state bond funds to complete vital public safety improvements and pavement upgrades to the corridor. (State of Minnesota)

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

**COUNTY ROAD 73.** The city seeks support and resources for improvements to County Road 73 and the surrounding area. (Hennepin County, Metropolitan Council, State of Minnesota)

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

**SUBURBAN TRANSIT.** The city supports preserving suburban transit, expanding the transit taxing district, and maintaining full motor vehicle sales tax (MVST) funding for suburban transit providers. (Metropolitan Council, 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)

**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 \$15 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)



## 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)

**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, job creation and further encourage economic development. (State of Minnesota)

**PRUDENTIAL SITE SPECIAL TIF LEGISLATION.** The city seeks special legislation to allow for the creation of a TIF District for the redevelopment of the Prudential site to provide funding for necessary public infrastructure enhancements. Since the site is currently surrounded by three county highways, and Hennepin County has indicated it does not have funds available for Chankahda Trail (formerly County Road 47), County Road 61 or County Road 10 or any of the adjacent intersections, a TIF District will allow the growth in new tax base to assist with funding the needed infrastructure improvements so as not to place an undue burden on Plymouth taxpayers. (State of Minnesota)

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

**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)

**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.

**PUBLIC SAFETY UNFUNDED MANDATE.** The city supports legislation providing funding for the Commissioner of Public Safety to fully reimburse public employers who are required by state statute 299A.465 to continue to pay health insurance contributions for public safety officers disabled in the line of duty. Currently, only a fraction of the costs that the city incurs related to this unfunded mandate are reimbursed by the state. (State of Minnesota)

**STATE REGULATORY FRAMEWORK FOR CANNABINOID AND RECREATIONAL MARIJUANA PRODUCTS.** The city supports a strong state regulatory framework with a clear licensing, inspection, and enforcement for the cultivation, manufacturing and distribution to retailers of cannabinoid products. The state regulatory framework should allow cities to maintain authority for local licensing, zoning regulations, and local authority to enact restrictions or regulations regarding the sale of the products more stringent than the state, including the authority to opt-out from authorizing the sale of products. Should the Legislature decide to approve recreational marijuana, these same needs are expected. (State of Minnesota)



## FISCAL REFORM

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

**NO EXPANSION OF FISCAL DISPARITIES.** The City of Plymouth contributes 6.4% 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.