



EFFICIENT. EFFECTIVE. ACCOUNTABLE. ACCESSIBLE.

TRANSPORTATION FUNDING

BACKGROUND:

- Townships maintain approximately 41% of Minnesota's roads (over 55,518 miles) as well as about 6,000 bridges, of which over 400 are on the deficiency list. Road and bridge expenditures are the largest expense for townships.
- Township roads are vital to agriculture and local commerce, emergency vehicles, and school bus transportation. Without good, well-maintained town roads, produce doesn't make it to market on time, emergency vehicles can't get to people in danger as urgently as possible, and families can't get students to and from schools safely and on time.
- Townships have not received an increase in dedicated, ongoing state funding for roads in many years. In fact, in FY 2023, state funding is projected to decrease by 7 % for township without legislative action.
- Current spending is insufficient to meet the increasing demand placed on township infrastructure.

REQUEST:

- MAT is advocating for a \$40 million increase per year for township roads.
- MAT supports additional dedication of transportation excise taxes for added funding (eg; car rental, auto repair).
- MAT supports limiting truck weight exemptions to roads that have a minimum 10-ton capacity standard.

ANNEXATION FAIRNESS

BACKGROUND:

- Current annexation law is unfair to townships and their residents as it allows a city to annex existing township land without agreement by the township. Current law gives cities power to take township land without township & landowner consent.
- Townships should be on equal ground with a city when faced with a proposed annexation.

REQUEST:

- If an annexed township property has not been developed or received services as promised, the property should be able to revert back to the township and detach from the city.
- MAT supports annexation by contract (also known as "orderly annexation"), which is the preferred method because it requires agreement of BOTH parties. This method is undermined when a city, not party to the contract, can take property that is already subject to a contract.
- Orderly annexation should consider township landowners' wishes and allow residents a vote on whether they will be annexed by a city.

TAXES AND STATE AID

- Hold townships harmless, dollar-for-dollar, from lost tax revenues by seeking increased, sustainable, and dedicated funding for the Payment-in-lieu-of-Taxes (PILT) program.
- Maintain funding for Town Aid program to ensure full funding of the Town Aid formula.

PERA ELIGIBILITY FOR APPOINTED OFFICERS IN DEFINED CONTRIBUTION PLAN

- The Public Employees Retirement Association (PERA) operates several pension programs for local government officials. Currently, appointed township clerks, treasurers, and their deputies are not eligible to participate in the Defined Contribution Plan (DCP).
- **REQUEST:** Township officers that were once elected and were active DCP members should be able to continue to contribute to their DCP if they become appointed officers. In addition, all appointed clerks, treasurers, and deputies should be DCP-eligible participants.

ADDITIONAL LEGISLATIVE PRIORITIES



BROADBAND FUNDING

- Maintain focus on unserved areas as the top funding priority.

MISCELLANEOUS TRANSPORTATION ISSUES

- Require a written agreement with the township before a county can revert jurisdiction of a road to a township, which increases the township's responsibilities, liabilities, and costs.
- Allow townships to place "Now Entering" signs on all state, county, and federal highways.
- Hold utilities responsible for damage they cause in or to road rights-of-way and related infrastructure including culverts and hold road authorities immune for damage to utilities whose infrastructure is improperly placed or marked.
- Establish an equitable formula of miles traveled by Alternative Fuel Vehicles (AFV) based on what a conventional vehicle would have generated in fuel tax.

DATA PRIVACY OF PERSONAL INSURANCE INFORMATION

- Data Privacy of Personal Insurance Information
- Make a technical update to add the Minnesota Association of Township Insurance Trust (MATIT) to the list of other state municipal insurance pools that keep workers compensation and personal insurance data private.

ENVIRONMENT

- Noxious weeds are a threat to the environment, destroying natural habitat. Allow townships to hold the state and counties responsible for weeds in their rights-of-way.

GOVERNMENT OPERATIONS & ELECTIONS

- Townships serve as local election officials and protect the integrity of elections. Allow townships to determine which four hours they will have an authorized person available to accept filings on the last day to file for office.
- Restore local government authority to receive infrastructure development fees to fund improvements required by private development.
- Update language to specifically allow "townships" to receive their share of pull tab revenue, by updating "cities and counties" to "municipality" in state law.

MANDATE RELIEF AND COST REDUCTIONS

- Reduce costs of townships obtaining easements across state land, especially for roads sited on school trust land.
- Implement a 90-day notice periods for state agency hearings, actions, or comment periods.
- Clarify the Local Board of Appeal & Equalization Appeal process that only a landowner may appeal the decision of the township Board of Appeal & Equalization concerning the taxable value of a property.