METRO CITIES
Association of Metropolitan Municipalities

Metro Cities News

June 7, 2017

2017 Legislative Session Wrap Up

The 2017 regular legislative session concluded on May 22nd at midnight, and a special session was called by Governor Dayton at 12:01 a.m. May 23rd. The special session, which lasted until early Friday morning, May 26, was called after a 'tentative' budget agreement between the Legislature and Governor was announced just prior to the required midnight adjournment on May 22. At several points during the special session, it appeared uncertain whether the agreement would hold, but by the session's conclusion on Friday, all omnibus budget bills, a capital investment bill and tax bill were passed and sent to Governor Dayton.

The bills, which appropriate a $46 billion budget for the next biennium, include a $650 million tax bill, increases in spending for higher and E-12 education, a decrease in appropriations for health and human services, a $300 million transportation bill and capital investment bill of $990 million. All bills have been signed by Governor Dayton except for an omnibus pension bill that he vetoed due to the inclusion of local employment standards preemption language in the bill. Legislation also passed earlier this session to comply with new federal Real ID regulations for state-issued driver's licenses as well as Sunday liquor sales.

In addition to the veto of the pension bill, the Governor line-item vetoed the Legislature's appropriation in the omnibus State Government bill. In a letter to legislative leaders, the Governor noted the line-item veto alongside his objections to a provision that made funding for the Department of Revenue contingent on a signed tax bill, as well as objections to items in bills that he would like to see revisited in a special session. Click here to see the letter.

At this point, there have been no public discussions on a second special session. The Legislature has limited funds to stay operational after June 30th, and a lawsuit by the Legislature is being investigated as a possible response to the Governor's action. The Governor sent an additional letter on Tuesday inviting legislative leaders to a meeting to negotiate differences. Stay tuned for additional information.

The 2017 legislative session began with a $1.65 billion surplus projected in the February budget forecast, which sets the parameters for setting the state budget. A stated priority of the House and Senate majorities was tax reductions, and original bills passed by the House and Senate spent $1.2 billion and $900 million of the budget surplus for tax reductions respectively. The final tax bill spends $650 million for various tax reductions.

The Legislature also passed a $300 million transportation bill, using the general fund. While transportation has been a stated priority for both the Governor and legislators, disagreement about revenue sources remain. The Governor proposed increasing the gas tax and metropolitan sales tax, while legislative leaders expressed a preference for using the general fund. General fund sources of $300 million will be used for transportation purposes in the omnibus transportation bill that passed this year.

Metro Cities advocated for inflow-infiltration (I/I) funding for cities in the metro area, the 'condo' housing choice bill, increasing funding for the MN Investment Fund, Job Creation Fund, Redevelopment Program and housing programs, an increase in Local Government Aid, streamlining the construction sales tax exemption for local governments, a comprehensive transportation funding package with funding for local road needs, and various other bills. The organization also advocated on behalf of metro cities' interests on several bills with implications for local authority.

Bills with Implications for Local Government Authority
Several bills that would impede local government authority were considered by the Legislature this year. The trend of these bills prompted Metro Cities, working with the League of MN Cities (LMC) and other city organizations, to write a letter to legislative leaders expressing our concerns with such bills, and to provide a template resolution to cities to oppose bills that would seek to restrict local control and authority. 66 cities have now signed resolutions supporting local control. While Metro Cities recognizes that 'local control' is not a black and white issue, many bills touched on long-held areas of local authority.

Bills considered this year included several reverse referendum provisions for local levies, cities' use of franchise fees and leased buildings, the 'small cell' bill, a bill to repeal special service districts, a bill to preempt cities from setting local employment standards, reducing local aids based on factors outside established aid formulas, and legislation constricting local law enforcement authority, among others. See below for legislative outcomes on specific bills, including the small cell bill that passed this year.

Below is a summary of legislation of interest to Metro Cities and outcomes. This newsletter is lengthier than usual. We hope you find it informative. Metro Cities staff are happy to answer any questions.

Omnibus Transportation Bill

Overall Appropriations
The transportation budget that is now law as Chapter 3, includes $300 million from the general fund for new spending, in addition to the base appropriation of $2.95 billion in 2018 and $2.87 billion in 2019.

The bill allocates taxes from motor vehicle leases, short-term vehicle rentals, and motor vehicle parts and repair to transportation purposes. $173.2 million is directed to the Highway User Tax Distribution Fund. Of this, $14.8 million is directed to Municipal State Aid (MSA). $16 million of one time funding is allocated to the Small Cities account. Metro Cities advocated for funding the Small Cities account as well as the creation of a Large Cities account, that was not created this year. A total of $940 million in trunk highway bonds over four years are included in the bill. Of this amount, $300 million will go to the Corridors of Commerce program and $640 million will be directed to general state road construction.

Transit
Metro Transit receives $70 million of one-time funding above its base funding level to help solve a projected funding deficit. The original transportation bill vetoed by the Governor had provided $50 million to address the deficit. The Metropolitan Council is estimating a transit deficit of $110 million in future years. The projected deficit is due to a confluence of factors that include less than projected Motor Vehicle Sales Tax (MVST) receipts, cost increases for operations and increased costs for Metro Mobility. $1 million was also included for a suburb to suburb transit demonstration project. Transit funding was a continued source of contention between the Legislature and Governor this year.

Policy Provisions in Bill
The transportation bill includes several policy provisions:

- Creation of a Major Bridge category within the Local Bridge Program for projects over $7 million, with funding provided when approved by the legislature (there is no funding for this category in the new law).

- A cap to the Local Bridge program at $7 million per project.

- A provision to terminate Counties Transit Improvement Board (CTIB) taxes should the CTIB dissolve; counties would be able to use remaining funds for transportation purposes.

- A minimum allocation of 0.35 percent of MVST revenues to suburban transit providers over and above the current base. Requires the Metropolitan Council to develop an allocation process. Applicable for FY 18/19.

- A prohibition on the Metropolitan Council's use of certificates of participation for LRT projects backed with MVST revenues.

- A provision that no state operating funds may be used for Southwest Light Rail Transit (SWLRT) without explicit approval by the Legislature.

- A liability limit for freight rail companies that operate within a corridor where light rail is collocated.

- A legislatively assigned community designation for the city of Oak Grove as 'rural residential' for the purposes of the city's comprehensive plan update and requirement of the Metropolitan Council to conform its regional systems plans and the city's system statement to this designation.

- Requires the Metropolitan Council to develop a vibration study for property located near the planned SWLRT project.

- Requires a study of MN Pass and toll roads as means for reducing congestion and increasing revenue.

- Permits deputy registrars to store motor vehicle transaction records electronically after 60 days have passed, subject to federal storage policy and state requirements, as well as creation of an audit trail. Registrars are responsible for associated costs.

- Creation of a Metro Mobility Task Force to make recommendations on improving efficiency, addressing costs and examining possible partnering with taxi service or ride sharing companies.

Policy Changes Proposed but ***Not*** *Included in Final Bill*

- Provisions proposed but not included: a modification of the Metropolitan Council's structure to comprise the Council of county and city officials and increase the size of the Metropolitan Council to 27 members, and elimination of the Transportation Advisory Board (TAB), as well as a proposed prohibition on local governments using funds to study or pursue light rail transit projects. (*Metro Cities opposed these proposals).*

Omnibus Taxes Bill

Overall Highlights

The omnibus tax bill, Chapter 1, is the first omnibus taxes bill to be passed and signed since 2014. It provides $650 million in tax reductions, including reducing the state general levy from $820.1 million in 2017 to $784.6 million in 2018 and thereafter and exempting the first $100,000 of commercial/industrial (C/I) market value from the tax (the levy is reduced and does not create a shift to other properties), creating a new income tax subtraction for Social Security benefits, increasing the amount exempt from estate taxes, increasing the dependent care credit and other reductions, credits and exemptions.

Provisions of Interest to Cities and Outcomes
The bill increases Local Government Aid (LGA) by $15 million per year, beginning with aids payable in 2018. Click here for the LGA spreadsheet by city. It also changes the proposed levy date for special taxing districts from September 15 to September 30th. *Metro Cities supported these provisions.* The tax law also includes a partial early one-time distribution of LGA funds in June 2019.

The new law does not include a streamlining of the construction sales tax exemption for local governments initiated by the LMC. *Metro Cities supported this proposal.* It also does not contain earlier proposed reverse referendum provisions for levy increases, franchise fees or leased properties. *Metro Cities opposed these proposals.*

The bill provides a distribution from the state general levy paid to a municipality that meets the criteria of not being served by transit and whose contribution to the fiscal disparities pool exceeds eight percent of a city's tax capacity. This provision affects three municipalities in the metro area (Rogers, Coates, and Louisville Township).

The tax bill increases the maximum amount of GO bonds an HRA may issue from $3 million to $5 million. It also allows cities to issue street reconstruction bonds with a two-thirds majority rather than unanimous vote of the city council.

The enacted tax law allows establishments serving liquor, wine and beer to remain open until 4:00 am on February 2-5, 2018 for the Super Bowl, subject to approval by the local jurisdiction (local jurisdictions may also charge up to a $250 fee).

The tax bill prohibits the Metropolitan Council from spending money for the passenger "zip" rail project between Rochester and the metropolitan area. The bill authorizes $126 million in transit bonds for the Council but prohibits it from using bond proceeds to expand light rail transit.

Tax Increment Financing (TIF) and Local Provisions
The bill allows minor changes to increase flexibility for cities using TIF that were requested by the LMC and supported by Metro Cities. Additionally, the bill allows the higher income limits under the MHFA's Challenge Program to be used for housing TIF districts, if the TIF project receives an MHFA grant. In addition, the bill allows the use of tax increment from an economic development TIF district to finance workforce housing in greater Minnesota if certain conditions are met.

The bill also provides for special TIF law exceptions for the metro area cities of Burnsville, Edina, Maple Grove, Anoka, Coon Rapids, Cottage Grove, Richfield, Saint Paul, South Saint Paul, St Louis Park, Newport and Wayzata.

The tax bill exempts a soccer stadium to be constructed in Saint Paul from paying state and local property taxes and provides an exemption for construction materials for an ice arena in the city of Plymouth.

The tax bill makes modifications to several local sales taxes for several cities in greater Minnesota. A bill allowing a local sales tax for the city of Excelsior, which was included in an earlier Senate tax proposal, was not included in the final tax bill.

Omnibus Jobs Bill

A final jobs bill passed during the regular legislative session and now signed as [Chapter 94](). It includes several provisions of interest to Metro Cities.

Economic Development
A Metro Cities priority this session was to support restoration of funding for the Minnesota Investment Fund ($15 million per year) and the Job Creation Fund ($12.5 million per year). The Legislature cut the funds by a collective $20 million in 2016. Metro Cities sought legislation restoring these funds, and worked with authors Sen. Paul Anderson (Plymouth) and Rep. Jeff Howe (Rockville) who carried the bills to restore this funding.

The first jobs bill sent to Governor Dayton (which was vetoed) included $24 for MIF ($12 million per year) and $15 million for JCF ($7.5 million per year). The second and final bill that is now law, includes an increase of $25 million for MIF ($12.5 million per year) and $17 million for JCF ($8.5 million per year). The DEED commissioner may transfer up to $2 million between MIF and JCF to meet business demand. Metro Cities advocated for $10 million for the Redevelopment Grant Program. This program, however, was not funded.

Two specific projects named in the bill will be awarded MIF funds without going through the application process – $4 million for the DigiKey expansion in Thief River Falls and $700,000 for a wastewater pipe extension in Inver Grove Heights. Metro Cities' policies support a competitive grant and award process for the state's economic development funds.

Several policy changes were also made to the MIF and JCF programs. A city with a revolving MIF loan fund is allowed a one-time exemption from the MIF requirements to use their funds for "any lawful expenditure" outside MIF restrictions in exchange for a 20 percent payment to the state's general fund. Additionally, a local government entity may receive more than one award in a fiscal year. A provision allows a new business to be certified for the Job Creation Fund and meet a lower qualifying threshold or receive higher awards if 51 percent of the business is cumulatively owned by minorities, veterans, women, or persons with a disability. Additionally, the bill says any unexpended MIF or JCF funds may be re-appropriated by the DEED commissioner for other job creation and economic enhancement activities. Since MIF and JCF funds have been oversubscribed and this year's appropriations are lower than previous years, it is not clear this new authority will be utilized.

Severe geographic restrictions on where and how JCF funds could be awarded in Minnesota was a policy proposal discussed multiple times this session. One proposal would have restricted DEED flexibility in awarding JCF funds by limiting the metro region to only 25 percent of the funds. Other proposals would have limited awards to counties with high unemployment or with lower wages, thereby completely or partially precluding cities and projects in the metro region from accessing JCF funds for economic development projects. Metro Cities opposed these restrictions, noting our policies support flexibility when awarding economic development funds.

Local government officials testified in support of the restored funding levels in the bills this year, and Minnesota Brownfields shared information on how Redevelopment Grant Program awards have been used in the metro and across the state.

Small Cell Language
Language that will restrict cities' ability to manage public rights-of-way was included in the omnibus jobs budget bill. The original bill would have usurped cities ability to regulate the placement of small cell wireless devices on public property within the public right-of-way, as well as city owned property; and severely limited the ability of local governments to regulate the placement of these devices.

After hearing from many cities and through the work of the LMC, the bill was negotiated to its current, and improved, version, and the LMC came to a position of neutral on the language. Metro Cities heard from many of its member cities as the bill was considered this year, and continued to register strong objections as the legislation was further considered. The law has specific implications for cities in the metropolitan area where the placement of small cell infrastructure by providers will be focused. The cities of Minneapolis and St Paul were also opposed to the language.

The new law maintains the ability of cities to use a permit process for approving the placement of small cell technology. Moratoriums on small cell placement are not allowed. A 90 day “shot clock” is created for cities to process applications. An additional 30 days are granted if more than 30 applications are received in a seven-day period. A permit may be denied based on health, safety and welfare regulations, through broad language. Applications are automatically approved if a local government fails to act after the 90-day shot clock. Cities are also allowed to develop a standard agreement that would create the terms for collocation of small cell wireless facilities. Any make ready costs associated with small cell may be charged up front. Annual fees are capped at $150 per facility. An additional annual maintenance fee may be charged at a maximum amount of $25.

Interim Ordinances Related to Housing
Chapter 94 also contains a policy provision that impacts notification timing and city action on interim ordinances related to housing proposals.

This language was originally introduced by Rep. Jim Nash (Waconia) and Sen. Dan Hall (Burnsville), and would have required a two-thirds vote by a local governing body to pass any interim ordinance and a 10-day public notice prior to a public hearing for any interim ordinances relating to housing.

Metro Cities opposed the legislation because it impedes city officials from acting when necessary on such issues, to serve the best interests and welfare of residents and the community.

A stand-alone bill was sent to Governor Dayton in May and vetoed. It would have required a two-thirds vote of members present at the city council meeting to pass an interim ordinance related to housing activity. Prior to enacting the ordinance, a city would have had to hold a public hearing and notice would have to be provided three days prior to the hearing.

The language included in the now enacted job bill evolved from the initial legislation and vetoed bill. The new law requires a majority vote from the city council before a city may adopt an interim ordinance that regulates, restricts, or prohibits a housing proposal. A housing proposal is defined as a written request for city approval of a project intended primarily to provide residential dwellings, either single family or multi-family, and involves the subdivision or development of land or the demolition, construction, reconstruction, alteration, repair, or occupancy of residential dwellings.

Before adopting the interim ordinance, the city council must hold a public hearing after providing written notice to any person who has submitted a housing proposal, has a pending housing proposal, or has provided a written request to be notified of interim ordinances related to housing proposals. The written notice must be provided at least three business days before the public hearing. Notice also must be posted on the city's official website, if the city has one.

The date of the public hearing shall be the earlier of the next regularly scheduled city council meeting after the notice period or within ten days of the notice. Furthermore, the activities proposed to be restricted by the proposed interim ordinance may not be undertaken before the public hearing. The new law is effective for interim ordinances proposed on or after August 1, 2017.

Housing
Chapter 94 contains funding for the Minnesota Housing Finance Agency. See the Housing section of this newsletter for this and other budget and policy items related to housing.

Consumer Bag Choice Requirements/ City Bag Bans Preempted
Cities will no longer be allowed to pass or enforce existing ordinances related to restricting paper, plastic or reusable bags. Language included in the jobs bill states no political subdivision shall impose any ban upon the use of paper, plastic, or reusable bags for packaging of any item or good purchased from a merchant, itinerant vendor, or peddler. Local ordinances already in effect became invalid as of May 31, 2017.

Workforce Development & Equity Funding
The jobs budget funds workforce programs including the Job Skills Partnership at $8.4 million for FY18-19. Metro Cities supports funding for workforce development programs. The FY18-19 budget continues funding equity goals established in the 2016 legislature's supplement budget. While the equity grants were funded, the appropriations are lower than levels in the base budget.

Broadband
The budget includes $20 million for funding the statewide border to border broadband grant program. The vetoed bill funded broadband at $15 million for the biennium. The Broadband Development Office was also funded at $500,000 and will continue its functions of assisting communities in planning for broadband development. Over the first several rounds of broadband grants, several cities in the metro have applied for funding, however, only a single grant for the metro region has been awarded.

Omnibus Capital Investment (Bonding) Bill

Highlights
The Legislature passed a $990 million capital investment bill, Chapter 8, that was signed by Governor Dayton. It includes $5 million for a Wetland Roads Replacement Program, $49.2 million for a Local Bridge Replacement Program (including funding to Minneapolis for the 10th Avenue bridge). The Local Roads Improvement Program receives $116.3 million. The Metropolitan Council receives $5 million for Metropolitan Regional Parks, $3.7 million for Inflow and Infiltration Grants (see below), $12.1 million for the Orange Line Bus Rapid Transit project, and $8.75 million for the Mall of America Transit Station project. It also includes $3.5 million for the Transportation Economic Development (TED) program.

The bill includes $65 million for the Minnesota Housing Finance Agency. $10 million in general obligation bonds can be used for publicly owned housing. $55 million in appropriation bonds may be used for privately owned housing, much of which will be awarded through the annual consolidated RFP.

Metro Cities' Inflow-Infiltration Mitigation Appropriation
The new law appropriates $3.7 million for inflow-infiltration mitigation assistance for cities in the metropolitan area, an initiative of Metro Cities. Metro Cities will work with the Metropolitan Council on parameters for a grant program for these funds, as we have done with past capital investment I/I appropriations. Stay tuned for further information.

Omnibus State Government Finance Bill

The State Government Finance budget, Chapter 4, includes $7 million for the Voting Equipment Grant Account. Political subdivisions may apply to the Secretary of State for the grants, which can be used to purchase electronic voting systems, assistive voting technology, electronic roster systems, or any other equipment or technology that is approved by the Secretary of State. The grant amount can be up to 75 percent of the total cost for roster equipment, and up to 50 percent of the total cost for all other equipment or technology.

Omnibus Environment Bill

The Environment budget, Chapter 93, includes a provision that would remove a need for a Department of Natural Resources (DNR) permit to construct storm water management facilities that use storm water for irrigation or other purposes. This is the only type of storm water management facility that previously, by statute, required a permit from the DNR. Metro Cities supported this provision.

Omnibus Agriculture Bill – Urban Agriculture Funded

The agriculture finance bill, Chapter 88, includes funds for the development of urban agriculture. It directs the state Department of Agriculture to provide outreach to urban farmers regarding the department's financial and technical assistance programs. Of the $13 million appropriated for the Agriculture Growth, Research, and Innovation program, up to $250,000 is for urban youth agricultural education or urban agriculture community development. Additionally, the commissioner of agriculture must consult with the commissioner of transportation, the commissioner of administration and local units of government to identify parcels of publicly owned land suitable for urban agriculture. The budget does not include any mandates on local governments regarding the development and promotion of urban agriculture.

Business Notification Bill

A bill that requires cities to post proposed changes to local ordinances 10 days in advance of a hearing was signed by Governor Dayton. The new law, Chapter 77, requires that cities proposing to change an ordinance or amend an ordinance must post notice of the change 10 days prior to when the ordinance is first discussed. Notices can be posted electronically or in locations where other notices are posted. A city must also send electronic notification to anyone who has signed up for notification. Cities must also notify people of the electronic notification process when they apply for a new business license or license renewal. This law goes into effect on August 1, 2017.

Housing

Condo/Townhome Legislation
A bill to remove barriers to the construction of new townhomes and condominiums was passed and signed into law by Governor Dayton. Metro Cities advocated for the initiative which was supported by a consortium of cities, realtors, architects and builders. Chapter 87/HF 1538 was authored by Rep. Dennis Smith (Maple Grove) and Sen. Kari Dziedzic (Minneapolis). The new law received support from several cities that passed resolutions as well as several mayors who testified in favor of the bill. Metro Cities' policies support increasing housing choices in the region. The goal of the legislation is to encourage condo and townhome development by reducing the risk of litigation associated with these types of housing and encourages parties to resolve construction defect disputes through negotiations or mediation while also preserving the warranty rights of owners.

Funds for housing were included in various bills this year. Here is a summary of funds for housing in the budget and bonding bills this session.

New Construction and Rehabilitation
The jobs bill includes funds for the Challenge Program at $11.7 million each year (FY18 & 19). These funds are awarded as part of the Consolidated RFP and are among the most flexible funds used by the Minnesota Housing Finance Agency. They are used for single family and multifamily projects and support rental units as well as owner-occupied housing units. A House proposal earlier in session would have only funded Challenge for one year in the biennium, however, Metro Cities and a broad range of other housing advocates testified and lobbied in support of funding for both years.

Several other housing programs were funded in Chapter 94. This includes $2 million for housing for families with school age children, $23 million for the Housing Trust Fund which supports housing for low-income Minnesotans, $8 million for rental assistance for people with mental illness, $17 million for family homeless prevention, $1.7 million for home ownership assistance, and $1.7 million for home ownership education and counseling.

Fire Sprinklers
Governor Dayton signed a bill into law in early May that would not require one- and two-family dwellings and two-unit townhouses to have installed automatic fire sprinkler systems. The law, Chapter 20, requires the commissioner of Labor and Industry to amend the construction code outside the regular process. Metro Cities supports efforts to increase awareness of the potential impacts and benefits of requiring sprinklers in new homes and townhouses and supports discussion and the dissemination of information around these impacts via the code adoption process through the Department of Labor and Industry.

Manufactured Home Parks Tax Classification
Chapter 94 establishes qualifications for a Class I manufactured home park. It establishes the type and amount of education courses a person affiliated with the home park must complete. Upon qualification, a Class I manufactured home park is entitled to the property tax classification rate for class I manufactured home parks (Class 4).

Manufactured Home Park Redevelopment Program
Chapter 94 establishes a new grant program in Minnesota Housing to support manufactured park infrastructure repair. While the infrastructure grant program is established it is not funded in the FY18-19 budget.

Housing Trust Funds
Enabling language in Chapter 94 describes how a local or regional housing trust fund may be established. Cities currently have this authority and several housing trust funds exist in Minnesota, including in the metro. Advocates for the proposal had supported a state match for local dollars, however, that proposal was not funded in the FY18-19 budget.

Employment Standards Preemption Language Vetoed

Governor Dayton vetoed legislation that would prohibit local governments from enacting certain employment mandates, such as minimum wages or sick leave, on private employers. The preemption language was included in special session Chapter 2, the omnibus pension bill, in the special session. Earlier in the session the House and Senate passed stand-alone bills with the labor preemption language, although the bill was never sent to the Governor. Governor Dayton indicated he did not support the proposal at that time and reiterated his opposition to this bill as the Legislature headed into the regular session.

Metro Cities' policies support local decision making authority and staff provided testimony to that effect to oppose these bills, as did the League of Minnesota Cities and several individual cities as it was heard in House and Senate committees.

Metropolitan Council Bills

This year, several bills relating to the governance, functions and funding of the Metropolitan Council were considered, and some bills passed into law. A proposal to restructure the governance of the Metropolitan Council to make the Council a body of county and city officials and increase the size of the Council to 27 members as well as eliminate the Transportation Advisory Board (TAB) was included in the first omnibus Transportation bill vetoed by the Governor, and was not included in the final transportation bill. Metro Cities opposed this language. Metro Cities supports staggered terms for Council members, enhancing local official input into the selection process and increasing transparency in the appointment process. Bills to this effect have also been introduced and considered but did not pass this year.

Bills were considered that would have required legislative approval over a city's local housing goals currently negotiated regionally to meet criteria for regional grants, would have modified the SAC charge, would have repealed certain regional requirements, among others.

Several bills to restrict light rail transit activities and funding were considered, with some provisions enacted (see newsletter transportation article for details). A bill legislating the community designation for the city of Oak Grove that requires the Metropolitan Council to conform its system plans with this designation, was enacted. (See transportation article for detail on this provision). A bill to abolish the Metropolitan Council and transfer its functions was also introduced as the session concluded this year.

Local City Voices at the Capitol

Thank you to all the city officials who testified, called and emailed state legislators this session. Your advocacy on a range of issues is vital to Metro Cities' efforts on behalf of metro city interests, and is greatly appreciated.

Metro Cities News is emailed periodically to all Metro Cities member mayors, councilmembers, city managers and administrators to keep officials abreast of important metro city issues. This information is also intended to be shared with city staff.

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