

**Resolution In Support of a Comprehensive Omnibus Transportation Finance Bill**

Whereas, well maintained and safe roads are essential to the economic health of the State by providing good paying jobs as well as a means of getting products to market, and access to housing, health care, educational facilities, recreational and other assets; and

Whereas, townships in Minnesota are responsible for maintaining approximately 56,000 miles of road and 6,000 bridges, representing approximately 40% of the total road miles in the Statewide system; and

Whereas, townships collectively spend over 50% of their cumulative budgets on road and bridge maintenance expenses; and

Whereas, property taxes represent the primary source of revenues for townships; and

Whereas, despite the best efforts of townships and other road authorities across the State, rural roads in Minnesota have recently been rated among the worst in the nation; and

Whereas, a recent review of the needs of State and local road authorities revealed a 20-year need in excess of \$50 billion; and

Whereas, for every year a transportation project is delayed due to inadequate funding, the cost of the project increases significantly; and

Whereas, bonding dollars are useful supplements to address particular projects, they do not provide a source of the on-going new revenues needed to meet the growing transportation needs around the State; and

Whereas, the members of the Minnesota Association of Townships (MAT), a voluntary membership organization currently representing all but two of the State's nearly 1,800 townships, have long supported sustainable funding from the State to support road maintenance efforts, including periodic increases to the gas tax and other revenue sources; and

Whereas, gas tax revenues are constitutionally dedicated for road purposes through the Highway User Trust Fund (HUTF), and a portion of these funds are set aside for township road purposes, the only dedicated funding for roads towns receive; and

Whereas, townships recognize that transit options are important for many other communities in both metropolitan and rural areas of the State; and

Whereas, the best approach to funding both roads and transit needs is for the interested parties to work collaboratively towards equitable funding for both roads and transit; and

Whereas, a financing package that funds only roads or only transit, or that provides funding to some road authorities but not others, creates a divide that pits local units of government against each other and provides a disservice to the residents of the State;

Therefore be it resolved that Dead Lake Township Township, Ottertail  
County, hereby encourages the 2014 Minnesota State Legislature to pass, and Governor Dayton sign into law, a comprehensive Omnibus Transportation Finance Bill that provides increased, dedicated and sustainable funding to equitably address the transportation and transit needs of Counties, Cities and Townships.

Adopted December 9, 2013

Anna Johnson

Chairperson

Cheryl Harris

Clerk