



Summer Annual Meeting

July 12, 2017

Owatonna Arts Center

2017 Goals

At the January, 2017 Annual Meeting, the U.S. Highway 14 Partnership set its 2017 legislative goals:

1. A bill describing two remaining portions of Hwy 14 with all Highway 14 members as authors.
2. Second bill creates independent funding source for Corridors of Commerce and one-time trunk highway bonds within current debt limit restrictions.



Bills describing Highway 14

- HF265/SF142 funded Owatonna to Dodge Center
- HF588/SF439 funded Nicollet to New Ulm
- Both bills had bi-partisan support across the Highway 14 delegation
- U.S. Highway 14 Partnership testifies in House: Nicollet Co. Sheriff David Lange for HF265; James Wendorff of Viracon in Owatonna for HF588



Corridors of Commerce bills

- HF677 (Petersburg R-Waseca)/SF904 (Jasinski R-Faribault) introduced. Pledged surplus cash to Corridors of Commerce and authorized \$300 M trunk highway bonds.
- HF231 (Lucero R-Lakeville)/SF313 (Jaskinski) introduced. Appropriated \$200M for two years to Corridors of Commerce



Legislative Meetings

U.S. Highway 14 met with the following U.S. Highway 14 Legislators:

House

Petersburg, Torkelson, Johnson, Daniels, Quam, Sauke, Cornish, Liebling

Senate

Jasinski, Frentz, Dahms, Nelson, Senjem, Rosen



Lobby Day March 8

- U.S. Highway 14 Partnership members joined Rochester Chamber of Commerce on transportation lobby day.
- Met with Rep. Torkelson, Rep. Petersburg, Senator Jasinski and Senator Frentz.
- Carolyn Jackson presents economic importance of Hwy 14 to combined Chamber groups, including Waseca, New Ulm, Rochester and Owatonna.



Corridors of Commerce Policy

In 2015, the MN Legislative Auditor raised concerns about the Corridors of Commerce project selection process.

- Needs greater objectivity and transparency
- Projects should start within 3 years



Research

Due to legislative concern over earmarks, Corridors of Commerce and project selection, the U.S. Highway 14 Partnership researched the Legislative Auditor's report and a previous MnDOT study in 1999.

1999 study identified "Interregional Corridors."



“At Risk” Interregional Corridors

- Finite list
- Includes U.S. Hwy 14 New Ulm to Rochester
- Goal: Corridors should function at a “free-flow” level of operation, with a minimum of 60-mph speeds and minimal conflicts and interruptions to traffic flow.



MnDOT Perspective

U.S. Highway 14 Partnership representatives met with Commissioner Zelle prior to the 2017 legislative session with policy questions about Corridors.

- Com. Zelle reported MnDOT was preparing transparency tools for C of C.
- Two criteria MnDOT used that were not in statute: Project readiness and regional balance.



Partnership response

The U.S. Highway 14:

- Met with transportation committee staff and leadership about C of C goals
- Attended hearings where the Legislative Auditor reviewed his 2015 report and when Corridors of Commerce policy bills were introduced.
- Because the Senate bill mandated project criteria, **we suggested Senate add “regional balance” as an amendment. Amendment adopted.**



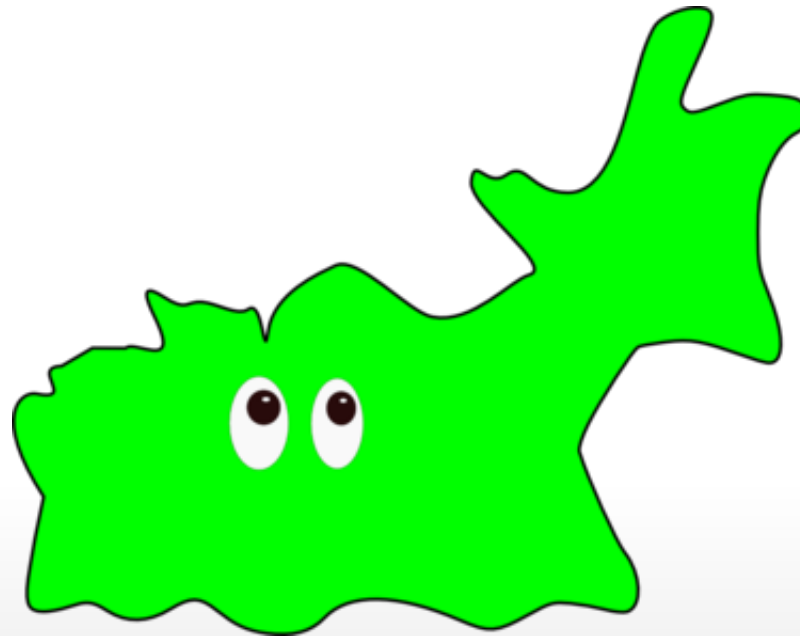
Senate Bonding Bill

Senator Senjem introduced SF210, a bill similar to the 2016 bonding bill.

- Earmarked trunk highway bonds for Hwy 14 Owatonna to Dodge Center.
- Earmarked general fund cash for Hwy 14 Nicollet to New Ulm.
- President Foreman and Vice President Haney testified in favor before Senate Transportation Committee.



Omnibus Bills Take Shape



SF1060

- March 23: Senate Transportation Committee passes omnibus transportation bill with \$90M earmarked for U.S. Hwy 14 Owatonna to Dodge Center.
- Bill contains Corridors of Commerce policy language of SF1525 (Jasinski R-Faribault).
- March 30: Bill passes full Senate.



HF861

- March 22: transportation omnibus language adopted by House Transportation Finance committee. Patrick Baker testifies on behalf of U.S. Highway 14 Partnership.
- Rep. Petersburg includes cash for Corridors of Commerce in bill.
- March 31: House passes HF861.
- Bill contains Corridors of Commerce policy language less restrictive than Senate.



Conference Committee

- April 18: House and Senate agree to a conference committee for HF861.
- House members: Torkelson, Petersburg, Howe, Runbeck, Koznick
- Senate members: Newman, Kiffmeyer, Jaskinski, Sparks, Osmek



Partnership Actions

- April 18: U.S. Highway 14 Partnership business groups send a letter stressing the economic importance of funding Highway 14.
- April 19: U.S. Highway 14 representatives speak at Transportation Alliance safety rally.
- April 20: Patrick Baker testifies on behalf of the Partnership.
- April 24: Partnership sends conference committee a letter with comments on C of C policy.
- May 2, representatives from New Ulm and the New Ulm Chamber of Commerce meet with Rep. Torkelson and the Governor's office



Final Passage

- May 10: HF861 adopted by conference committee.
 - Earmarks removed.
 - Senate C of C policy language adopted.
 - \$25M/year cash for C of C included.
 - \$300M over 4 years bonding for C of C included.
- May 10: House adopts HF861
- May 15: Senate adopts HF861
- May 15: Governor vetoes HF861.



Special Session

- May 23
 - Legislature goes into special session.
 - HF3 introduced. Same language as HF861.
- May 24
 - House amends language. Corridors of Commerce sections unchanged from HF861.
 - House adopts HF3.
- May 25 Senate adopts HF3.
- May 30 Governor signs HF3.



What's in it?

- \$25M/year trunk highway cash standing appropriation for Corridors of Commerce
- Trunk highway bonding for C of C: \$50M/year 2018-2019; \$100M/year 2020-2021
- \$173,622M for HUTDF in 2018-2019
- \$415,196M for HUTDF in 2020-2021



Conclusions

- Transportation bill was substantive but not the \$600M/year identified in 2015.
- Bill depends on general fund money; no new revenue.
- Corridors of Commerce funding is not a pathway to completion, but it's a pathway to progress.

