

Date: May 12, 2016

To: The I-35W Solutions Alliance Board of Directors

From: Rob Vanasek

Re: Legislative Report

The transportation chairs remain cordial but compromise is lacking. The Senate moved toward the House on most items last Friday, the first offer since convening last year. The House responded yesterday by mostly restating their position and arguably moves away from the Senate by including multiple, hotly debated policy provisions.

Leadership Meetings

A hope a week ago was transportation negotiators would move substantially away from their respective positions and negotiations major bills (supplemental budget bill, bonding bill and tax bill) normally completed in the second year of the biennium could progress. The transportation offers are evidence of private leadership level talks not going well.

Governor Dayton hosted Majority Leader Bakk and his Deputy Hayden and Speaker Daudt and Majority Leader Peppin for a conversation on Monday morning. They jointly agreed that a transportation bill needs to be done before other bills can be tackled.

A way forward may result in significant general fund dollars going toward transportation, a metro sales tax for transit, some met council reforms and a very small gas tax increase.

Bonding

The House has still not released its \$600 million bonding bill. The Senate failed to pass a \$1.5 billion dollar bill last week, which included \$25 million for the 35W/Lake Street Access Project (ramps) and the MOA transit station, but no money was included for the Orange Line or the Southwest Corridor. (The governor proposed \$1.4 billion in borrowing.)

Ryan Peterson testified on behalf of the Alliance on April 18th in front of the House Transportation Committee in support of HF 3833, Koznick, the Orange Line bonding bill. The hearing went well on that bill and on HF 3412, Anderson, the 35W/494 interchange phase one bill, which was featured in a KSTP story that night.

On April 26 in the Senate, Karl Keel on behalf of Bloomington and I on behalf of the Alliance testified in support of SF 3072, Wicklund, the 35W/494 interchange phase one bill, which was one of only a handful of presentations heard by the committee illustrating the need for broad categories of transportation needs.

SF3585, the Orange Line bonding bill was introduced by Senator Wicklund and Senator Kevin Dahle filled out the bill authors.