

MCEA Update AMC Fall Policy Conference

September 16, 2021



Overview



- Regular Session Recap
 - Virtual Session/COVID impacts
 - Transportation Omnibus Bills
 - Bonding Bill
- Special Session Recap
 - Budget Targets
 - Bonding Bill



Regular Session Recap

- Virtual session
- Backlog at the Revisor's Office
- From a budget deficit to a surplus
- Federal relief money
- COVID impacts/emergency powers
- Law enforcement reform

Transportation Omnibus Bills

Funding Proposals Comparison



HOUSE

- Changes the depreciation schedule for tab fees
- Indexes the gas tax
- MVST rate increase to 6.875%
- Met Council imposed ½ cent sales tax for transit
- Changes the current distribution of the flat dollar amount of auto parts sales tax revenue:
 - 74% to the HUTDF
 - 13.5% to Small Cities Assistance Program
 - 7.5% to the Town Road Account
 - 5% to Greater MN Transit
- Changes the EV surcharge distribution

SENATE

- Changes the auto parts sales tax revenue allocation from a flat dollar amount to a %
 - 54% to the HUTDF
 - 3% to Small Cities Assistance Program
 - 3% to Town Road Account
 - 40% to the General Fund
- \$60 million over biennium for LBRP
- \$18.5 million over biennium for LRIP
- Increases the EV surcharge to \$229
- Adds a hybrid plug-in vehicle surcharge

Transportation Omnibus Bills

Policy Provisions Comparison



HOUSE

- Bridge grant program statutory fix (**adopted**)
- County engineer residency requirement eliminated (**adopted**)
- Soybean meal hauling permit (**adopted**)
- VMT 20% reduction by 2050 goal

SENATE

- Bridge grant program statutory fix (**adopted**)
- County engineer residency requirement eliminated (**adopted**)
- Soybean meal hauling permit (**adopted**)
- Construction materials clarification
- Metro counties LOST report to Legislature
- County responsibility for guideway funding
- Terminates Northstar Commuter Rail

Bonding



Not traditionally a bonding year

Passed a record bonding bill in October 2020

HOUSE BONDING BILL

- \$1 billion proposal
 - \$10 million for LRIP
 - \$30 million for LBRP
 - \$8 million for Safe Routes to School
 - \$25.5 million for passenger rail
 - \$40 million to Met Council for the E Line A-BRT
- Never voted on during regular session
- Senate bill focused more on corrections to the 2020 bonding bill

Special Session



Transportation Bill

§220 million target:

- \$14 million for LBRP
- \$5 million for LRIP
- \$12 million for township roads
- \$18 million for small city streets
- \$57.5 million for arterial BRT
- \$10 million second daily train to Chicago
- \$2.598 million per year of biennium to reopen all driver's license exam locations that were due to COVID

Policy language

- AMC/MCEA local bridge grant program statutory fix
- County engineer residency requirement eliminated
- NO county funding for guideways language
- NO special LOST report to Legislature for metro counties

Bonding Bill

- No bonding bill
- HF52 (Lee) Technical corrections to the 2020 bonding bill DID pass
- 2022 will be a bonding year and both House and Senate Capital Investment Committees plan to do a bonding tour later this summer/fall

Other policy bills



- SF520 (Newman)/HF1809 (Frederick) bridge grant program statutory clarification (adopted)
- HF1058 (Burkel) county engineer residency requirement eliminated (adopted)
- HF1827 (Kiel)/SF1686 (Johnson) Soybean meal-hauling vehicle special permit created (adopted)
- HF2141 (Torkelson)/SF2045 (Dornink) Construction hauling materials special permit modified (included in Senate bill)
- HF1149 (Olson) 10% weight limit increase for all unprocessed or raw farm products during harvest season
- HF234 (Lucero) sewage septic tank truck weight exemption
 - Bill not heard; Governor Walz issued Executive Order 21-10
- HF2387 (Quam)/SF1949 (Kiffmeyer) town approval required before a county road is reverted to the town, rural residential district speed limit amended, utility requirements for road restoration after excavation or other use amended.
- SF2161 (Eken) temporary trunk highway detour; haul road

Speed Limits



- HF1566 (Bernardy) Active transportation finance and policy bill; language relating to speed limits in school zones and beyond:
 - Article 2 Section 3 would allow a road authority to change the speed limit on any road within a school zone, **even if the road is not under its jurisdiction.**
 - Article 2 Section 4 would allow a city to change the speed limit on any street or highway in the city, **regardless of jurisdiction of the road**, if the street or highway is within **two miles** of a school speed zone
- SF157 (Bigham) allows a township to establish speed limits on township roads
- Changes to speed limit statute on hold for this year, but expect them to come up again next session

Questions?

