

House of Representatives
State of Minnesota

The twentieth meeting of the Committee on Transportation was called to order by Chairman Henry J. Kalis on Thursday, September 10, 1987, at 10:20 a.m. in the Mapleton High School Gymnasium, Mapleton, Minnesota.

Members present: Brown Lasley
 Carlson, D. Lieder
 Dauner McDonald
 DeBlieck Olson, E.
 Dempsey Olson, K.
 Frerichs Richter
 Haukoos Seaberg
 Johnson, A. Steensma
 Johnson, B. Waltman
 Johnson, V. Welle

 Kalis, Chair

Members absent: Begich, excused Segal, excused
 Jensen, excused Tunheim, excused
 McEachern, excused Valento

Members of the Semi-States Division/Appropriations Committee were invited to attend this hearing. Those present: Reps. V. Johnson, Lieder, Kalis, Knuth, Seaberg and Steensma.

Members of the Crime and Family Law Division/Judiciary Committee were also invited to attend. Those present: Reps. Dempsey, Rest, Seaberg, and Welle.

Arno Proehl, Mayor of Mapleton, welcomed the committee to Mapleton.

The Chair made opening comments and reviewed the agenda. He then introduced the committee members and dignitaries in the audience.

The Chair introduced Rep. A. Johnson, author of House Advisory 15, a study of deterring repeat DWI offenders and the practice of granting limited worked licenses.

Also testifying were:

- Joe Meyerring, State Department of Education
- Steve Simon, DWI Task Force
- Nancy Johnson, Lonsdale, Mothers Against Drunk Driving (MADD)
- Mapleton High School Students: Christ Swanson, Gerald Conrad, Rhonda Swift, Erik Leagjeld, and Bruce Sellers
- Don Nichols, Defense Attorney, MN Bar Association

Senator Earl Renneke and Mayor Roger Beck, New Auburn, presented a petition "that the repair work currently being done on Hwy. 22 between Gaylord and Highway 212 is insufficient to correct the problems of this highway and hereby request that it receive a complete blacktop overlay." (Attached) They explained their problem and answered questions.

Jack Nawrocki, Southern Minnesota Highway Improvement Association, offered testimony (copy attached) on the need to provide the funding for highway maintenance and construction. The Association is interested in upgrading several substandard roads in southern Minnesota, including Hwys. 14, 169, 60 and 30.

Commissioner Paul Beyer, Faribault County, spoke in behalf of the Association of Minnesota Counties, urging the Legislature to fully fund transportation and promised an MAC funding proposal for the 1988 session.

Meeting adjourned 12:05 p.m.

Beverly A. Laine
Committee Secretary

Henry J. Kalis
Henry J. Kalis, Chair

PETITION

We, the undersigned, who are citizens of the New Auburn area, are of the opinion that the repair work currently being done on Highway 22 between Gaylord and Highway 212 is insufficient to correct the problems of this highway and hereby request that it receive a complete black-top overlay.

This petition is being circulated by Roger Becker, Mayor of the City of New Auburn, by posting in various locations within the City.

Dated: 7-31-87

Roger H. Becker
Mayor, City of New Auburn

SIGNATURES

| | |
|-------------------|---|
| Ronald H. Becker | 47 th Dist. Sibley County Commissioner |
| Ed Schutte | Commissioner Councilman |
| Wendy Weckwerth | GREEN ISLE |
| Bob Burt | New Auburn |
| Jan Burt | New Auburn |
| Randy Burt | New Auburn |
| John Burt | New Auburn |
| Patricia Burt | New Auburn |
| Carol B. Schuetz | New Auburn |
| Kamona Lightfoot | New Auburn |
| Francis Lightfoot | New Auburn |
| Harold Lightfoot | New Auburn |
| Randy Lightfoot | New Auburn |
| Hilma Dawn | New Auburn |
| Mary Salisbury | New Auburn |
| Alma K. Alabien | New Auburn |
| Richard Proffle | New Auburn |
| Robert Finkworth | New Auburn |
| John Proffle | New Auburn |
| ELVIN SCHEPPE | New Auburn |

James C. Loe
 Myron M. Kull
 Otto Hecker
 Robert Klobb
 Ray Steinson
 Tammy Schwank
 Jerry Braun
 Edyce Bacon
 Elmer A. Michalski
 Robert Nielsen
 Kathy Kunka
 Roger Kunka
 Kathy Reinheim
 Allen E. Rebbin
 Esther Neuharth
 Della Kotzke
 Michael Kotzke
 Art Just
 Frank Hatters JR
 Mr. Mrs. Herbert Peterman
 Ruth Borckert
 Norman Buschmeyer
 Selma Buschmeyer
 Selma Otto

New Auburn, Miss.

New Auburn, Miss.

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Ernest Block
 Frank Baker
 Alvin Klumpke
 Amy Albrecht
 Maymie Vibe
 Karen Thompson
 Betty Dittel
 Myrtle A. Knacke
 Adeline Lindeman
 Milton Lindeman
 Irene Schumppfer
~~John~~
 Thelma Schumppfer
 Linda Stark
 LaVonne Tolman
 Lawrence Tolman
 Brian & Brochow
 Irene Brochow
 Lottie Schuetz
 Harlow Schuetz
 Shelly Schuetz
 May Lou Bialke
 Maynard Bialke
 Myrtle Block

New Auburn
 New Auburn
 Minnetonka
 Minnetonka / N.A.

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New Auburn
 New Auburn
 John F. Tolman

N.A.

Louise Schuch
 Lotte Hirschbaum
 Opal Hirschbaum
 Max Polz
 Besta Polz
 Lisa Kleeckl
 Eileen Pittner
 Deborah Van Bergen
 Christie Fuchs
 Myelin Berge
 Viola Berge
 Wanda Hill
 Mrs Mrs. Jerry Strain
 Kathleen King
 Frank Strain
 Michelle Kracke
 Elaine Stark
 Kathleen Becker
 Virgil L. Frauenknecht
 Ludwig Bartels
 Gledys Bartels
 Lowell Byass
 Eugene Duck

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Paul Schutte
 Herman Schutte
 Long Williams
 Jerome Brock
 Janning Wagner +
 Jack Walker
 Jack Schutte
 Boy North
 Don Mon
 Dwight Newhart
 Jay Schutt
 Tom Syron
 Donald Breckan
 Eldon Becker
 Bev. Becker
 Julie Kuehl
 Fern Kuehl
 David Wagner
 Wayne Harlow
 Adrian Beyer
 Ted West
 J. Math
 E. Math
 Joe Rubin
 Thelma Polzin
 Corie Schummeier
 Myra Schutte
 Earl Kone
 Evelyn Kone
 Alvin Anderson

New Auburn
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 Branton
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 Argus
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 N.A.

Linda K. Black
 Judy Schwanke
 Willis Schwabke
 Arlene Moore
 Tom M. Hunt
 Bradley Smith
 Clarence Kuehl
 Carl Neubert
 Peggie Vecker
 Kathy Vecker
 Larry J. Trachman
 Larry M. Kuehl
 Delvin A. Dutton
 Nima J. J.
 Virgil Neubert
 Guy Schwayzok
 Tom Baker
 Kathleen S. S.
 Corry Blew
 Tama Lindholm
 Frank Thompson
 Chuck Goettl
 50 Debbie Marth
 Gairy Becker
 Rosemary Kuehl
 Mr. and Mrs. James
 Dennis Kuehl
 Stephen Tesch
 Herbert H. Becker
 Luella S. Becker
 Scott Baker
 Darlene Baker

New Auburn
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 De Saff, mn
 New Auburn
 Gaylord
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 Brown 2002
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 Stewart
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 New Auburn
 Glencoe mn.
 Glencoe mn
 Glencoe MN
 Glencoe mn

Please Sign so we can get our
Highway 22 road from 312 to 314

| | |
|------------------------|---------------------|
| Harley King | Hutchinson, MN |
| Roger Ucker | Dayton, MN. |
| Debra Jett | Alencor, MN |
| Jim Kloech | New Auburn |
| Edwin Becker | Shelburne |
| Miss Edwin Becker | Shelburne |
| Roger Meyer | New Auburn |
| Duane Rice | Dayton, MN. |
| Cheryl Rice | Dayton, Min. |
| Myron Knell | New Auburn, MN. |
| Faul Lewis | Mankato MN. |
| Joy Debus | MANKATO MN (Horned) |
| Lois Johnson | A. A. |
| Mr & Mrs Ray Juncosart | Dayton, MN |
| Lester Lindeman | Brownston, MN. |
| Affey Sittman | Dayton, MN |

Please Sign so we can try to
get 22 travel from 212 to Gaylord

Kenneth Schaefer R.R. 1 Brownton mi-

Gary Fraundienst - Gaylord

Dave Fraundienst R.R. 1 Ex 13A Gaylord

Marilyn C Jones RR #2 Hutchinson
Mark & Allending, RR 9 Mankato, Federated Inc

Ken Schaefer R.R. 212M, M.M. Am Lines

Harris Stradtman Glencoe, MN
Stradtman

Orville Pops Glencoe, MN

Clarence Hahn Gaylord MN

Glenn ... Glencoe MN

Roland Schwaiger Glencoe MN

Serald Henke Gaylord

Clarence Tom Brownton

Gene Pops Gaylord

Gene Pops Gaylord

David M. Mather Hamburg

Emery Fraundienst Gaylord

Jeff Schneider Plato B+B salesman

Moses Mule Brownton

petition regarding road construction
on May 22

Daryl - Betty Schutte

Harold Lange

Robert Schwabe

Mick Fernandez

Marlys Schimmel

Lisa Stark

Jim & Linda Stark

Sharon G. Guenzler

Margaret & Douglas

Phyllis Freundt

Cindy Wood

Carol Wood

August Bass

Robin & Sharon Dearing

Ranney Dearing

Eugenie Dearing

Robyn Dearing

John & Jordan

John York

Stan Price

Mr. Pegg

James King

Nicola L. Kracke

Edwin & Marie Freundt

Anna Kracke

Kelly Bussell

Don Solomon

Dennis Kroll

Robert Busch

1 road west
Fred York

| | |
|----------------------|--------------|
| Mrs. Tertude E. Ligg | Glencoe Min. |
| Mrs. Sarah Welch | Glencoe |
| Mrs. E. A. Welch | Glencoe |
| Thos. Patoka Deput | Brownston |
| Wm. d. W. L. L. L. | Wormburg |
| E. Ford Kiehl | Hamburg |

T. W. Schuyt

Brownston

Mrs. Anne Hoop

Glencoe Min.

Eliza Hoop

Glencoe Min

Frieda Bencke

Glencoe Min

Wally L. Swester

Glencoe Min

John W. W. W.

"

John W. W. W.

"

Mrs. Anne Alleben

Brownston

Mrs. Anne Alleben

Brownston

Mrs. Anne Alleben

Glencoe

Spencer Hoop

Glencoe

John Hoop

Glencoe

Ear Hoop

Glencoe

Sharl Hoop

Glencoe

Andy Hoop

Glencoe

Phillip L. L.

Glencoe

Ray L. L.

Glencoe

Thos Hoop

Glencoe

John Hoop

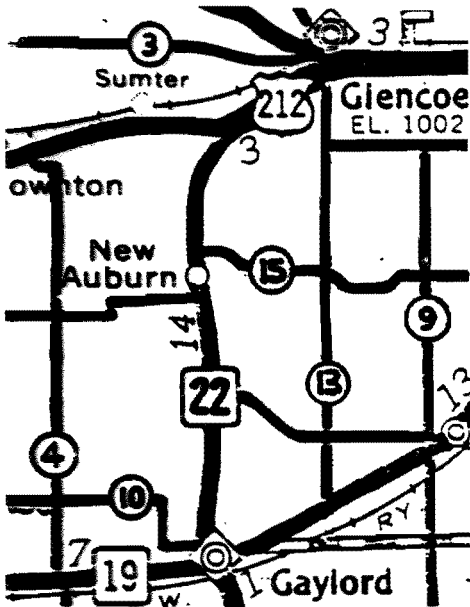
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Edo Hoop

"

LOW PRIORITY STATE HIGHWAYS

a bleak future ?



| | <u>Improvement Priority</u> | <u>Traffic Counts*</u> |
|------|-----------------------------|------------------------|
| 1960 | none | 1,150 |
| 1970 | none | 962 |
| 1980 | none | 845 |
| 1987 | partial recondition | — |

*Average Daily Traffic
Source: Mn/DOT - Averages for entire 14 miles.

Construction of state highway 22 between Gaylord & US 212 was completed in 1930.

As the pavement began to show its age in the 60's drivers began to use alternate parallel county routes

Traffic volume continued to drop on T.H. 22 through the present time as no reconstruction or reconditioning occurred. Even though over 2 million dollars was allocated for partial reconditioning of 2 1/2 miles in 1987, it is not nearly enough to bring the 14 mile, 57 year old, stretch up-to-date.

With the present road funding climate making it difficult to get money for high priority routes, it is unforeseeable when T.H. 22 will get any more work improvements.

This is one example, but the situation occurs throughout the state.

WE NEED INNOVATIVE, NEW, IDEAS THAT WILL ALTER OUR PRESENT DIRECTION OF SYSTEMATICALLY ABANDONING OUR LOW PRIORITY STATE ROADS.

TO: Transportation Committee - Minisession, Mapleton, Sept. 10, 1987
FROM: Roger Becker, Mayor, New Auburn & Earl Renneke, Senate Dist. 25

Ln 15.

SIBLEY COUNTY BOARD OF COMMISSIONERS

Date: August 11, 1987

Motion by Commissioner Becke Seconded by Commissioner Schwecke

WHEREAS, The Minnesota Department of Transportation has made a decision to realign and upgrade only that portion of Minnesota Trunk Highway No. 22 from the Sibley County line north to Minnesota Trunk Highway No. 212; and

WHEREAS, Minnesota Trunk Highway No. 22 from the Sibley County line south to the City of Gaylord is in dire need of repair and resurfacing, causing haulers to seek alternate routes to transport their commodities, which has put undue burden and stress on Sibley County Roads 4 & 13.

NOW, THEREFORE, BE IT RESOLVED, That the Sibley County Board does hereby support a local effort encouraging Minnesota Department of Transportation to consider upgrading and resurfacing all of that portion of Trunk Highway No. 22 from the City of Gaylord north to it's junction with Trunk Highway No. 212.

BE IT FURTHER RESOLVED, That copies of the resolution be sent to the Commissioner of Transportation; the District Engineer, MN DOT in Mankato; Senator Earl W. Renneke, Legislative District No. 35; and Representative Gary Schafer, Legislative District No. 35A.

| | Yes | No | Abstain | Absent |
|----------|----------|---------------|---------------|---------------|
| Bach | <u>X</u> | <u> </u> | <u> </u> | <u> </u> |
| Bade | <u>X</u> | <u> </u> | <u> </u> | <u> </u> |
| Becke | <u>X</u> | <u> </u> | <u> </u> | <u> </u> |
| Meyer | <u>X</u> | <u> </u> | <u> </u> | <u> </u> |
| Schwecke | <u>X</u> | <u> </u> | <u> </u> | <u> </u> |

STATE OF MINNESOTA

ss
Office of County Auditor
COUNTY OF SIBLEY

I, Gene O. Solmsonson, Auditor of the County of Sibley, State of Minnesota, do hereby certify that I have compared the foregoing with the original proceedings filed in my office on the 11th day of August, 1987 and that the same is a true and correct copy of part thereof.

Witness my Hand and Seal of Office at Gaylord, Minnesota this 20th day of August, 1987.

Gene O. Solmsonson
Gene O. Solmsonson
County Auditor

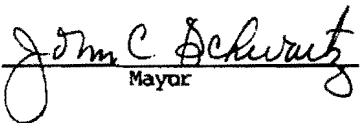
RESOLUTION SUPPORTING RESURFACING
OF TRUNK HIGHWAY NO. 22

WHEREAS, it has come to the attention of the City of Gaylord that the Minnesota Department of Transportation has decided not to resurface all of Highway 22 from Gaylord to Highway 212, and


WHEREAS, this portion of Highway 22 is very much in need of upgrading and resurfacing.

NOW, THEREFORE, BE IT RESOLVED THAT the Gaylord City Council does hereby support a local effort encouraging Minnesota Department of Transportation to consider upgrading and resurfacing all of that portion of Trunk Highway No. 22 from the City of Gaylord North to it's junction with Trunk Highway No. 212.

Adopted by the Council this 19th day of August, 1987.


Mayor

Attest:


City Clerk

Opinions

Jim Feehan touched many

In 1980, Jim Feehan received a heart transplant. He also underwent a change of heart in another sense.

Jim once told me that a second chance at life, the result of the heart transplant, gave him a totally new perspective. He had the second chance that most of us never get, and he was determined to make the most of it.

Jim was born again in the real sense of the word. And he celebrated the event. In 1981, he held the first of what he called his "annual second birthday parties."

Jim also became an evangelist, telling others of the meaning of life. He spoke at our church one Sunday. His talk was so inspirational that my wife, Joyce, wrote him a letter thanking him.

Tuesday I attended a Rotary meeting in New Ulm. When I introduced myself as being from Glencoe, Rotarians from Gaylord and New Ulm asked me about Jim. He had spoken to clubs in both of those communities, and he had inspired them too.

Jim Feehan was one of the first people I met when I arrived in Glencoe in 1981, when he greeted me at Lindy's. I'll always remember him for that and for the support he of-



**Bill
Ramige**

ferred me in the years following.

It's ironic that a man with a borrowed heart and fragile health should be the one supporting others. But that was the role he played, both here in Glencoe and in the wards at University of Minnesota Hospitals.

Jim Feehan's life was extended six years by the heart transplant he received. But that transplant affected more lives than we will ever be able to count.

.....

New Auburn residents are singing the Highway 22 blues. Either that or they are not driving anywhere these days.

You'd know what I mean if you've driven north or south on Highway 22 recently between Highway 212 and Gaylord.

The speed limit says 55, but if you drive that fast on Highway 22, you'll jam your head into the roof of your car and your car will suffer a worse fate — it'll bottom out.

In short, Highway 22 makes a roller coaster appear smooth by comparison.

Whoever plows snow on Highway 22 must have an interesting time of it. He probably uses Dramamine to avoid a sensation of seasickness.

Highway 22 between Glencoe and Hutchinson is somewhat easier to travel than the southern stretch, but not by much.

The highway needs to be rebuilt, and soon.

.....

I don't like to see dogs running loose in the country. They raise havoc with livestock and wildlife. Now comes the report that a 6-year-old from Longview, Texas, died after an attack by wild dogs.

Irresponsible pet owners are often to blame. And, more often than not, those owners are townspeople who dump unwanted pets in the country.

**TESTIMONY OF THE SOUTHERN MINNESOTA
HIGHWAY IMPROVEMENT ASSOCIATION ON THE
NEED FOR STATE FUNDING FOR HIGHWAY IMPROVEMENTS**

September 10, 1987

The Southern Minnesota Highway Improvement Association ("SMHIA") is an organization of businesses in the greater Mankato area. The Association is active in seeking increased state funds for highway maintenance and construction, and is particularly concerned with the highway needs that are affecting the businesses and economies of communities in southern Minnesota.

The SMHIA believes that a well maintained transportation system is vital to the economic future of the State. Its primary objective is to promote adequate state funding for highway maintenance and improvements and to promote improvements to the state and federal highway system in southern Minnesota that are essential to the diversified economy of the region.

The legislature made deep cuts in state funding for highway improvements during the 1987 session. The SMHIA believes that the legislature must act in 1988 to restore adequate funding for highway improvements. The highway system is vital to the economy of the State and adequate funding for its maintenance and improvement should be a high priority for the state.

The SMHIA focus is the highway improvement needs of southern Minnesota and, in particular, the highways serving Mankato and the surrounding communities. The attached materials summarize the current level of funding for highways and provide an overview of the highway improvement needs of the State and southern Minnesota. These materials demonstrate that the Mankato area is the only one of the State's six largest economic and manufacturing employment centers that does not have quality four lane access to the metropolitan area or to the interstate highway system. The SMHIA believes that improvements to the highways in southern Minnesota are important for the continued growth of the region's diversified economy. Timely improvements to those highways will require the state's financial commitment to adequate funding for highways.

**THE IMPACT OF STATE FUNDING CUTS ON
THE CURRENT HIGHWAY MAINTENANCE AND
IMPROVEMENT PROGRAM**

The Department of Transportation's five year highway improvement program is based on an anticipated funding level well below what the Department believes is optimum and needed to adequately improve and maintain the State's highway system. During the 1987 Legislative Session the legislature made significant cuts from that anticipated level of funding for highways. The following information demonstrates why the legislature must act in 1988 to provide an adequate level of funding for highway maintenance and improvements.

Existing Highway Maintenance and Construction Program.

The following chart compares the existing program of highway maintenance and construction with the program the Department believes is needed. Based on an estimated 50 year life cycle for the State's trunk highways, over 700 miles of highway would need to receive some type of maintenance each year at a total cost of over \$825 million. In comparison, at the current level of funding the Department estimates that the State's trunk highways will need to last for 135 years on average before being replaced or rebuilt.

MINNESOTA HIGHWAY CONSTRUCTION AND MAINTENANCE

**Comparison of Existing Program and Needs
of System**

| Category | Existing Program | Needs of System |
|--|----------------------|----------------------|
| 1. Resurfacing | 300 miles | 400 miles |
| 2. Reconditioning | 75 miles | 145 miles |
| 3. Reconstruction | 25 miles | 90 miles |
| 4. Major Construction | 15 miles | 100 miles |
| TOTAL NUMBER OF MILES | 415 | 735 |
| 5. Bridges Repaired and Replaced | 140 | 150 |
| 6. Number Locations for Safety Improvements | 60 | 100 |
| TOTAL COST OF PROGRAM * | \$343 million | \$825 million |
| Life Cycle of Highways | 135 Years | 50 Years |

SOURCE: Minnesota Department of Transportation

NOTE: * Total Cost includes additional funds for Interstate work and R/W Agreements.

The table on the previous page shows that reconstruction and major construction--the projects that improve rather than just maintain the highway system--are the projects most affected by reductions in funding. Highway improvements are most dramatically affected by funding cuts because they can normally be postponed without damage to the existing system. However, if maintenance and resurfacing of existing highways are postponed too long, deterioration will increase costs and seriously damage the integrity of the system.

Impact of 1987 Funding Cuts.

The Department of Transportation's current highway improvement plan for the years through 1991 was based on the revenues it projected would be available for highway improvements. Those projections included the phased-in transfer of the motor vehicle excise tax (MVET) revenues from the general fund. However, during the 1987 legislative session the transfer of MVET revenues was cancelled.

The table on the following page shows the impact of the 1987 legislative changes on the Department's highway improvement program. The 1987 legislature cancelled the phased-in transfer of the motor vehicle excise tax from the general fund and, instead, allowed only 5% of the revenues to be transferred. This decreased the amount of actual available highway revenues by more than \$90 million below what the Department had projected would be available during the 1988-1989 bienium. In response to these cuts the Department announced the postponement of \$96 million of projects that had been scheduled for 1988.

The table also shows that unless the legislature acts this year to restore adequate funding for highways, an additional \$140 to \$150 million of projects will need to be postponed or dropped from the 1990 and 1991 program. The cumulative impact of the cuts made in 1987 is a reduction of nearly \$240 million in revenues compared to the revenues the Department projected would be available when they developed their five year highway improvement program. Restoring this \$240 million in highway funding is necessary to prevent important projects from being dropped from the program. New money in addition to the \$240 million would be needed in order to add new projects and increase the amount of highway maintenance and improvements over what is scheduled in the Department's current five year program.

IMPACT OF 1987 LEGISLATURE ON MINNESOTA HIGHWAY FUNDING
(all dollars in millions - \$000,000)

| | FY 1988 | FY 1989 | FY 1990 | FY 1991 |
|---|---------|---------|---------|---------|
| Projected Total Highway Revenues prior to 1987 Session | \$389 | \$389 | \$416 | \$416 |
| Revenue lost due to cancellation of MVET Transfer from General Fund | (\$51) | (\$51) | (\$78) | (\$78) |
| Projected Current Law Revenues for Highways from Fuel Taxes, MV Registration, Federal Aid and Drivers Licenses * | \$338 | \$338 | \$338 | \$338 |
| Actual New Revenues for Highways After 1987 Legislative Session | \$5 | \$5 | \$5 | \$5 |
| Actual Total Highway Revenues | \$343 | \$343 | \$343 | \$343 |
| Shortfall in Actual Revenues From Projected Total | \$46 | \$46 | \$73 | \$73 |
| TOTAL SHORTFALL in Biennium | | \$92 | | \$146 |
| CUMULATIVE SHORTFALL BY 1991 (revenues necessary to restore current planned projects) | | | | \$238 |

SOURCE: Minnesota Department of Transportation and Senate Staff.

* Based on current levels of taxes, constitutionally mandated distribution of money in the Highway User's Fund and legislative appropriations from the Trunk Highway Fund.

**INTERSTATE AND FOUR LANE HIGHWAY ACCESS
TO MINNESOTA'S MAJOR ECONOMIC CENTERS**

The map on the following page shows the six major economic centers in Minnesota. It also shows the federal interstate highway system and the major four lane trunk highways in the State.

The map shows that five of the six major economic centers in the State have direct access to the interstate system and to the metropolitan area. Direct access to the interstate system and to the metropolitan area is often a major factor in the location of manufacturing businesses. It is particularly important for businesses that rely on trucks to transport materials and products.

The Mankato area is the only one of the six major centers of economic activity in the State that does not have direct four lane access to the interstate system. Because of the bottleneck near Shakopee, the Mankato area is also the only major economic activity center in the State that does not have direct four lane access to the metropolitan area. Improved highway access in this region is important to its diversified economy. State investment in improving the highways in southern Minnesota would be an important investment in the economic future of the region and the State.

The table below shows the level of economic activity in each of the six major centers shown on the map as measured by wholesale and retail sales and the number of manufacturing jobs. The table shows that the Mankato area is clearly one of the six largest centers of economic activity in Minnesota. It is the third largest area in terms of the number of manufacturing jobs. The next largest centers of economic activity in the State are significantly smaller than Mankato and include cities such as Winona and Albert Lea.

MAJOR CENTERS OF ECONOMIC ACTIVITY IN MINNESOTA

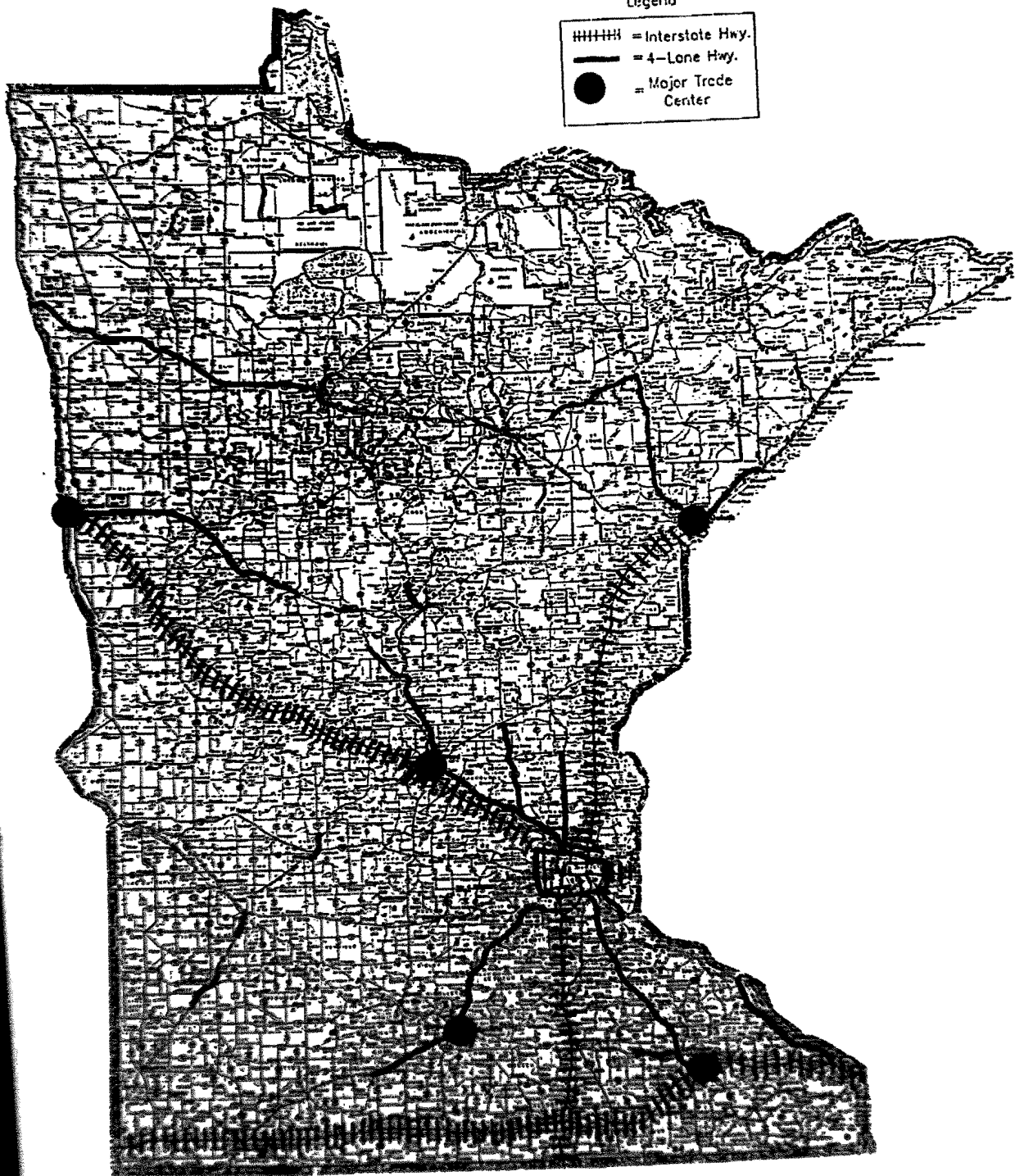
| Rank | City/Area | Total Retail and Wholesale Sales (\$000) | Number of Manufacturing Jobs |
|------|------------------------|--|------------------------------------|
| 1 | Minneapolis / St. Paul | \$42,068,985 | 178,600 |
| 2 | Moorhead / Fargo, ND | \$3,341,124 | 4,700 |
| 3 | Duluth | \$1,256,038 | 3,700 |
| 4 | St. Cloud | \$1,019,394 | 3,200 |
| 5 | Rochester | \$730,382 | 9,800 |
| 6 | Mankato / N.Mankato | \$666,392 | 5,700 |

SOURCE: Department of Transportation Trunk Highway Market Artery Study (July, 1987) and City of Moorhead. Note: Data for Moorhead manufacturing jobs is from 1982 and retail and wholesale sales is from 1985.

Major Minnesota Economic Centers and Transportation Routes

Legend

- ##### = Interstate Hwy.
- = 4-Lane Hwy.
- = Major Trade Center



**ECONOMIC ACTIVITY CENTERS AND
TRANSPORTATION ROUTES IN THE MANKATO REGION**

The Mankato area is the only one of the six major economic activity centers in the State that is not located directly on an interstate highway. The table below shows the amount of economic activity in Mankato and North Mankato and the four nearby cities in the greater Mankato region.

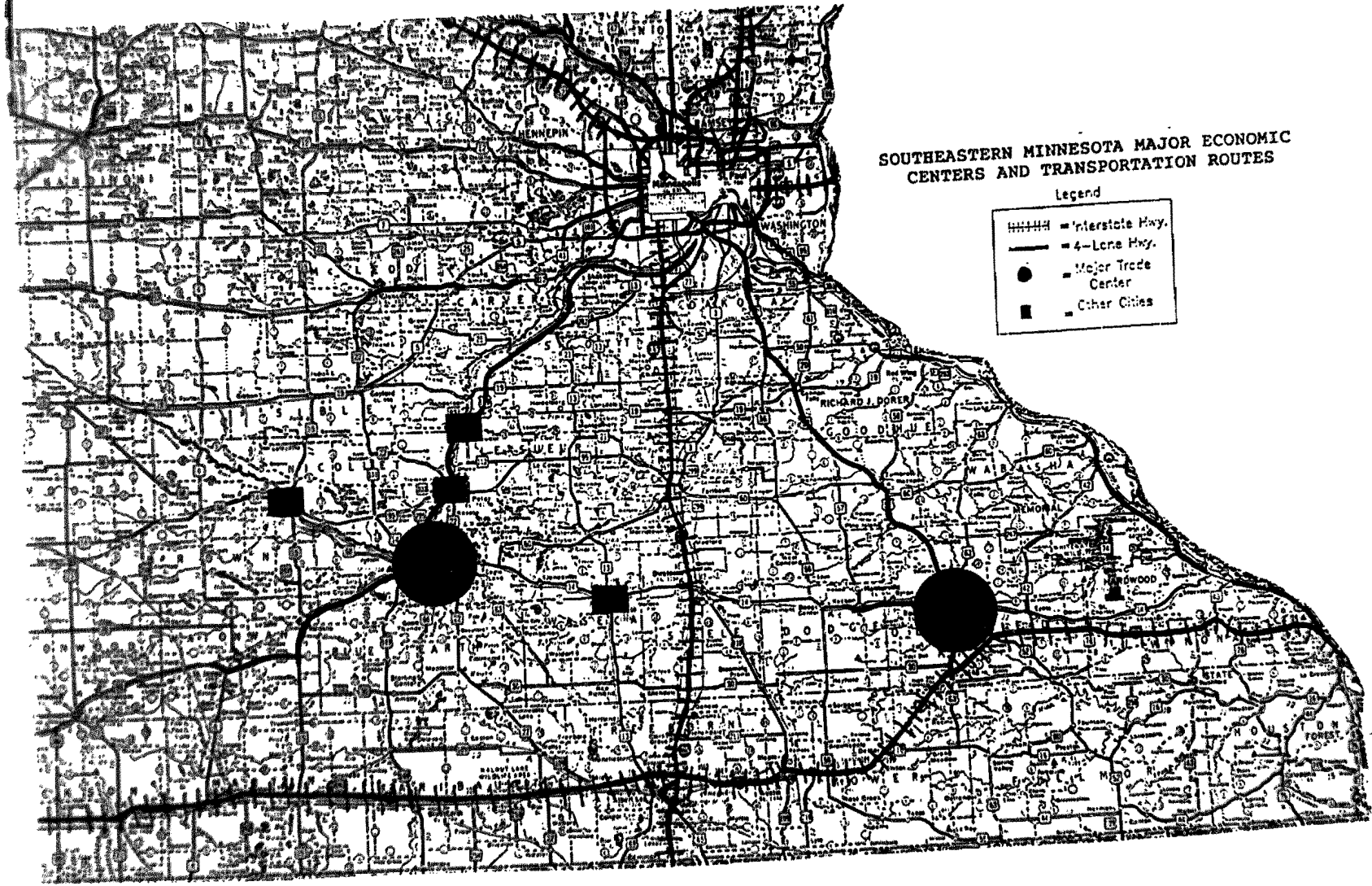
ECONOMIC ACTIVITY IN GREATER MANKATO REGION

| City/Area | Total Retail and Wholesale Sales (\$'000) | Number of Manufacturing Jobs |
|-----------------------|---|------------------------------------|
| Mankato/North Mankato | \$666,392 | 5,700 |
| New Ulm | \$130,090 | 2,500 |
| St. Peter | \$54,611 | 900 |
| Waseca | \$48,891 | 3,100 |
| LeSueur | \$40,096 | 800 |
| TOTAL | \$940,080 | 13,000 |

SOURCE: Department of Transportation Trunk Highway Market Artery Study (July, 1987)

The map on the following page shows these cities and the transportation routes in the area. The primary connection between the cities of New Ulm, Mankato, and Waseca and Interstate Highway 35 is Trunk Highway 14. Sections of Highway 14 between Mankato and I-35 are deteriorated, narrow and unsafe, particularly for large trucks. Upgrading this highway to four lane status is one of the highest priorities of the Southern Minnesota Highway Improvement Association. Some improvements have been made along Highway 14 and others are included within the Department of Transportation's five year program. However, completion of these projects may be in jeopardy if the cuts in state highway funding are not restored.

The map also shows that the major connection for these cities with the metropolitan area is Highway 169. Although much of Highway 169 is a four lane road, there is a serious bottleneck and interruption of four lane access to the metropolitan area near Shakopee. A more detailed map on page 9 shows this bottleneck and the break in four lane access to the metropolitan area for traffic using Highway 169. Traffic must pass through downtown Shakopee and travel east along Highway 13 to reach I-35W. The proposed Shakopee bypass and improvements to the Bloomington Ferry Bridge across the Minnesota River would provide alternative routes and improved access to the metropolitan area and its freeway system. Eliminating this bottleneck in the Shakopee area is a second major priority for the Southern Minnesota Highway Improvement Association.



SOUTHEASTERN MINNESOTA MAJOR ECONOMIC CENTERS AND TRANSPORTATION ROUTES

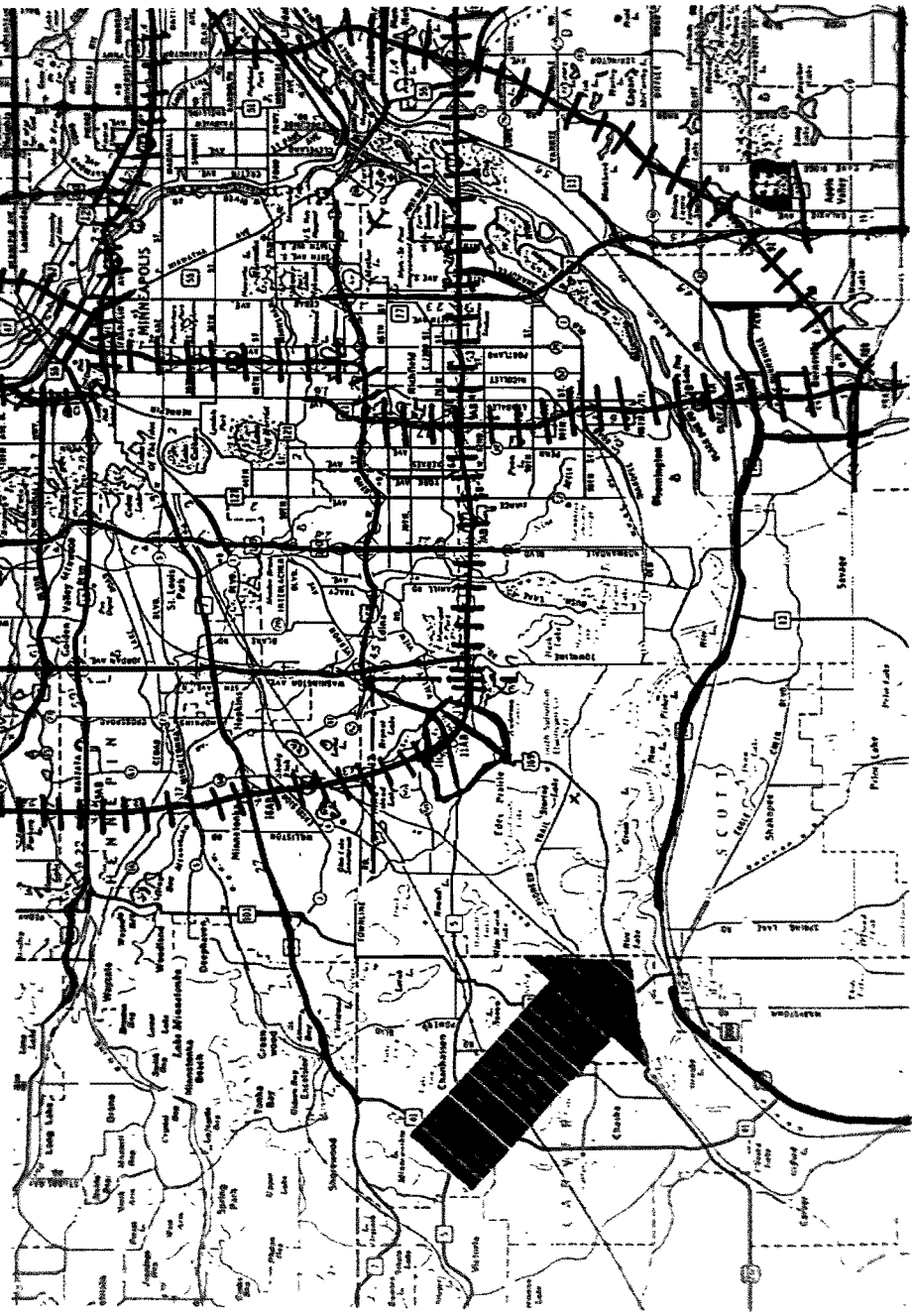
Legend

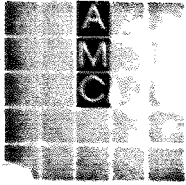
- ||||| = Interstate Hwy.
- = 4-Lane Hwy.
- = Major Trade Center
- = Other Cities

**METRO ACCESS VIA HIGHWAY 169
SHAKOPEE AREA**

Legend

- ||||| Interstate Hwy.
- 4-Lane Hwy.





ASSOCIATION OF MINNESOTA COUNTIES

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HIGHWAY FINANCING IN 1988

THE PROBLEM

Minnesota citizens and businesses expect and require good roads. Local governments need money from the state for the construction, reconstruction and maintenance of state-aid highways.

The funding mechanism agreed upon by the State Legislature in 1981 -- transfer of a portion of the motor vehicle excise tax (MVET) -- has consistently been delayed because the state has used the money to help balance the budget. No alternative funding has been provided to replace the lost MVET dollars.

The anger and frustration of local government officials faced with ever-increasing road and bridge needs has intensified with each year of delay.

The Minnesota Department of Transportation (Mn/DOT) has proposed a metropolitan sales tax to be used for funding roads state-wide. Such a solution would be unacceptable to the members of AMC.

Because state leaders seem unable to devise an alternative funding program or to transfer the promised MVET dollars, the Association of Minnesota Counties (AMC) will propose a funding program in 1988.

1988 TRANSPORTATION FUNDING PROPOSAL

The AMC's Subcommittee on Transportation has met with other interested parties to discuss the possibility of forming a coalition to work on 1988 legislation. Also discussed was the need to propose legislation early as an alternative to administration proposals.

The legislation package proposed includes the following items:

1. TRANSFER OF 50 PERCENT OF THE MVET FUNDING PROMISED IN 1981 (\$110 MILLION) AND REINSTATE A PHASED TRANSFER FOR THE REMAINING 50 PERCENT.
2. Some type of funding for mass transit in urban areas.
3. Wheelage tax for the seven-county metropolitan area with the option of a wheelage tax available to the other counties.
4. General capital bonding authority for all counties in Minnesota.
5. State bonding for bridge repair (\$20 million).
6. Repeal MVET on local governments and sales tax paid by Mn/DOT.



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TIME FOR TRANSPORTATION

The 1988 legislative session is six months away. The Governor's budget amendments and legislative priorities will be in final phases within three months.

If counties want to make an impact on transportation funding now is the time. Counties must take a leadership role. In 1987 we failed to lead and were derailed by unfulfilled promises, lack of commitment, political posturing, budget constraints and an uncaring citizenry.

1988 is going to be equally difficult. Already an MVET transfer is taking a back seat in the improved state fiscal health. There is little or no recognition that MVET fueled the biennial budget. The Governor and legislators are spending the "surplus" on the Greater Minnesota Corporation, election year tax relief, education and a half a dozen other "priorities". Transportation is not one of those top priorities. Why not?

Now is the time to build a strong coalition around local government, Minnesota Good Roads, transit, the handicapped, the construction industry, labor, tourism,

agriculture and other benefactors of transportation funding.

The coalition needs to reach beyond its own collective interests to the public. The public is not knowledgeable about transportation money or how money raised through the excise tax is being used. Maybe the public will agree with the state policy of spending excise tax dollars on other state needs. Maybe they can help make the hard choices between gas tax, license and fee increases versus the utilization of the excise tax for other than transportation purposes if they are informed. They need to be informed. The coalition needs to fulfill that role -- because no one else will.

Transportation funding must not be denied in the 1988 legislative session! By February 9 it must be an absolute priority. Roads, bridges and transit are as important to this state and its social and economic well being as are education, environment and other human needs. It is time to balance our priorities. It is transportation's time!

-- Morrie Anderson