

Some purport this legislation to be an innocuous request. After a careful reading of the bill and an examination of the bill's history, I respectfully disagree.

Chapter 379 requests the Saint Cloud area planning organization to develop a report and legislation by November 15, 1996, for potential introduction in the 1997 session. The bill lays out a list of issues to be studied for the report, and clearly leads the planning organization toward recommending a new layer of government, new taxes to fund such a regional government, and possibly even a redistribution of the area's property tax base.

This is an unnecessary first step to take when the area is not even unified on the definition of the problem. This bill amounts to legislative micro-management of the region, while ignoring the many cooperative agreements that are already in place to deal with jurisdictional problems. It should be noted that the affected local governments have not asked for nor have they endorsed this legislation.

The challenges of growth in an era of limited resources requires good planning. The local governments in this region have already begun a study of the needs of their area without this legislative interference. My administration awaits the product of that cooperative work.

Warmest regards,

ARNE H. CARLSON
Governor

STATE OF MINNESOTA
OFFICE OF THE GOVERNOR
SAINT PAUL 55155

March 28, 1996

The Honorable Irv Anderson
Speaker of the House of Representatives
The State of Minnesota

Dear Speaker Anderson:

I have vetoed and am returning Chapter 381, House File No. 1922, a bill that would allow a city to create a task force that would have the ultimate authority over certain state highway projects.

The bill establishes an unwise state-wide policy to respond to one local dispute. While steps are already being taken under existing law to address the disagreement that gave rise to this bill, the bill's scope would allow any municipality in the state to override state highway plans within that community.

Current law allows for appeals to be submitted to neutral third-party decision makers in the event that a city and the state Department of Transportation do not agree on a proposed highway plan. This bill would take away that process while removing authority currently invested in various elected officials and the Commissioner of Transportation. The effect would be to add yet another layer of bureaucracy to an already lengthy and complicated highway planning process.

It does not serve the best interests of Minnesota's traveling public to grant local task forces the power to unilaterally determine the state's transportation policy for that locality.

Warmest regards,

ARNE H. CARLSON
Governor