

A bill for an act
relating to capital improvements; authorizing the sale of state bonds;
appropriating money for the state's share of high-speed rail line between St. Paul
and Chicago; appropriating money for transit and other transportation-related
purposes.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. **CAPITAL IMPROVEMENT APPROPRIATIONS.**

The sums shown in the column under "Appropriations" are appropriated from the
bond proceeds fund, or another named fund, to the state agencies or officials indicated,
to be spent for public purposes. Appropriations of bond proceeds must be spent as
authorized by the Minnesota Constitution, article XI, section 5, paragraph (a), to acquire
and better public land and buildings and other public improvements of a capital nature, or
as authorized by the Minnesota Constitution, article XI, section 5, paragraphs (b) to (j), or
article XIV. Unless otherwise specified, the appropriations in this act are available until
the project is completed or abandoned subject to Minnesota Statutes, section 16A.642.

APPROPRIATIONS

Sec. 2. **PRIORITIES.**

The Transportation Finance Division of the house of representatives Finance
Committee classifies the appropriations in this act under section 4, subdivisions 5 and 6, as
a medium priority, all of the remaining appropriations in this act as a high priority, and
has not included any do not fund projects.

Sec. 3. **TRANSPORTATION**

Subdivision 1. Total Appropriation **\$ 27,950,000**

2.1 To the commissioner of transportation for the
2.2 purposes specified in this section.

2.3 Subd. 2. **Port Development Assistance** 3,000,000

2.4 This appropriation is from the general fund
2.5 for the port development assistance program,
2.6 to be spent as grants under Minnesota
2.7 Statutes, chapter 457A. Any improvements
2.8 made with the proceeds of these grants must
2.9 be publicly owned.

2.10 Subd. 3. **High-Speed Rail Line** 10,000,000

2.11 For the state's share of a high-speed rail
2.12 line between St. Paul and Chicago. No
2.13 part of this appropriation may be spent to
2.14 acquire or better capital improvements that
2.15 are located outside the state of Minnesota,
2.16 that may be used from time to time outside
2.17 the state of Minnesota, or that are part of
2.18 a rail corridor that is not designated by the
2.19 Midwest Interstate Passenger Rail Compact.

2.20 Subd. 4. **Northshore Express** 1,950,000

2.21 For a grant to the St. Louis and Lake
2.22 Counties Regional Railroad Authority to
2.23 acquire land, to conduct design, engineering,
2.24 and environmental studies, and to construct
2.25 or reconstruct rail lines, railway stations, and
2.26 other railroad appurtenances necessary to
2.27 facilitate the return of passenger rail service
2.28 within Duluth and in the Duluth/Minneapolis
2.29 rail corridor.

2.30 Subd. 5. **Railroad Track Rehabilitation** 10,000,000

2.31 For a grant to the Minnesota Valley Regional
2.32 Rail Authority to rehabilitate up to 95 miles
2.33 of railroad track from Norwood-Young
2.34 America to Hanley Falls. A grant under this

3.1 subdivision is in addition to any grant, loan,
3.2 or loan guarantee for this project made by
3.3 the commissioner under Minnesota Statutes,
3.4 sections 222.46 to 222.62.

3.5 Subd. 6. **Rail Service Improvement** 3,000,000

3.6 For deposit in the rail service improvement
3.7 account under Minnesota Statutes, section
3.8 222.49.

3.9 Sec. 4. **METROPOLITAN COUNCIL**

3.10 Subdivision 1. **Total Appropriation** \$ 219,322,000

3.11 To the Metropolitan Council for the purposes
3.12 specified in this section.

3.13 Subd. 2. **Central Corridor Light Rail Transit** 140,000,000

3.14 For preliminary engineering, final design,
3.15 property acquisition including improvements
3.16 and betterments of a capital nature, relocation
3.17 of utilities owned by public entities, and
3.18 construction of the central corridor light rail
3.19 transit line between downtown Minneapolis
3.20 and downtown St. Paul.

3.21 This appropriation may not be spent for
3.22 capital improvements within a trunk highway
3.23 right-of-way.

3.24 This appropriation is not available until the
3.25 commissioner of finance has determined
3.26 that, by September 1, 2008, the Metropolitan
3.27 Council, the Ramsey County Regional
3.28 Rail Authority, and the Hennepin County
3.29 Regional Rail Authority have entered into a
3.30 memorandum of understanding that specifies
3.31 future expected funding shares for operating
3.32 and capital for the Central Corridor Transit
3.33 Way. The agreement must require that the

4.1 named agencies be responsible for at least
4.2 one-third of the state and local match to
4.3 federal new-start capital funding.

4.4 Subd. 3. **Urban Partnership Agreement** 16,672,000

4.5 \$8,360,000 of this appropriation is to acquire
4.6 land, design, and construct new or expanded
4.7 park-and-rides or transit stations in the
4.8 marked Interstate Highway 35W and marked
4.9 Trunk Highway 77/Cedar Avenue corridors.

4.10 \$8,312,000 of this appropriation is for bus
4.11 lane construction and related street and
4.12 sidewalk improvements and bus shelters in
4.13 downtown Minneapolis. Up to \$6,433,000
4.14 of this appropriation is for a grant to the city
4.15 of Minneapolis for bus lane construction and
4.16 related street and sidewalk improvements in
4.17 downtown Minneapolis.

4.18 The appropriation under this subdivision
4.19 is not available until the United States
4.20 Department of Transportation authorizes
4.21 funding under the Urban Partnership
4.22 Agreement.

4.23 Subd. 4. **Cedar Avenue Bus Rapid Transit**
4.24 **(BRT)** 22,000,000

4.25 For environmental studies, preliminary
4.26 engineering, bus lane improvements, land
4.27 acquisition, and transit station construction
4.28 and improvements in the Cedar Avenue Bus
4.29 Rapid Transit Corridor.

4.30 This appropriation may not be spent for
4.31 capital improvements within a trunk highway
4.32 right-of-way.

4.33 Subd. 5. **Fridley Train Station** 10,650,000

5.1	<u>For design, construction, furnishing, and</u>	
5.2	<u>equipping a station in the city of Fridley on</u>	
5.3	<u>the Northstar commuter rail line, including</u>	
5.4	<u>a pedestrian and bicycle tunnel under the</u>	
5.5	<u>railroad tracks and for property acquisition</u>	
5.6	<u>and construction of park-and-ride lots near</u>	
5.7	<u>the Fridley train station.</u>	
5.8	Subd. 6. <u>Bottineau Corridor Transit Way</u>	<u>17,500,000</u>
5.9	<u>For a grant to the Hennepin County Regional</u>	
5.10	<u>Rail Authority to prepare an alternatives</u>	
5.11	<u>analysis, draft environmental impact study,</u>	
5.12	<u>and for property acquisition for the Bottineau</u>	
5.13	<u>Corridor Transit Way from the Hiawatha light</u>	
5.14	<u>rail and Northstar transit hub in downtown</u>	
5.15	<u>Minneapolis to the vicinity of the Target</u>	
5.16	<u>development in northern Brooklyn Park.</u>	
5.17	Subd. 7. <u>Southwest Corridor Transit Way</u>	<u>500,000</u>
5.18	<u>For a grant to the Hennepin County Regional</u>	
5.19	<u>Rail Authority to prepare an environmental</u>	
5.20	<u>impact statement (EIS) and for preliminary</u>	
5.21	<u>engineering for the Southwest Corridor</u>	
5.22	<u>Transit Way, from the Hiawatha light rail</u>	
5.23	<u>transit line in downtown Minneapolis to the</u>	
5.24	<u>vicinity of the Southwest Station transit hub</u>	
5.25	<u>in Eden Prairie.</u>	
5.26	Subd. 8. <u>Red Rock Corridor Transit Way</u>	<u>1,500,000</u>
5.27	<u>For the Red Rock Corridor Transit Way</u>	
5.28	<u>between Hastings and Minneapolis via St.</u>	
5.29	<u>Paul, and extended between Hastings and</u>	
5.30	<u>Red Wing, for the design, construction, and</u>	
5.31	<u>furnishing of park-and-ride lots.</u>	
5.32	Subd. 9. <u>Rush Line Corridor Transit Way</u>	<u>500,000</u>
5.33	<u>For a grant to the Ramsey County Regional</u>	
5.34	<u>Rail Authority to acquire land for, design,</u>	

6.1 and construct park-and-pool or park-and-ride
6.2 lots located along the Rush Line Corridor
6.3 along marked Interstate Highway 35E,
6.4 marked Interstate Highway 35, and marked
6.5 Trunk Highway 61, from downtown St. Paul
6.6 to Hinckley.

6.7 Subd. 10. **I-94 Corridor Transit Way** 500,000

6.8 For a grant to Washington County to work
6.9 with the Metropolitan Council for predesign,
6.10 preliminary engineering, and matching
6.11 federal funds for transit improvements,
6.12 including busways or rail transit in the
6.13 marked Interstate Highway 94 Corridor
6.14 between the Union Depot Concourse
6.15 Multimodal Transit Hub, located in St. Paul,
6.16 extending eastward through Washington
6.17 County to the Minnesota-Wisconsin border.

6.18 Subd. 11. **I-494 Corridor Transit Way** 500,000

6.19 For environmental studies and preliminary
6.20 engineering of light rail transit along a
6.21 corridor on or near marked Interstate
6.22 Highway 494, from Minneapolis-St. Paul
6.23 International Airport to a transit station
6.24 located on the proposed Southwest Corridor
6.25 Transit Way.

6.26 Subd. 12. **Union Depot** 9,000,000

6.27 For a grant to the Ramsey County Regional
6.28 Rail Authority to acquire land and structures,
6.29 to renovate structures, and for design,
6.30 engineering, and environmental work
6.31 to revitalize Union Depot for use as a
6.32 multimodal transit center in St. Paul.

6.33 Sec. 5. **BOND SALE AUTHORIZATION.**

7.1 To provide the money appropriated in this act from the bond proceeds fund, the
7.2 commissioner of finance shall sell and issue bonds of the state in an amount up to
7.3 \$244,272,000 in the manner, upon the terms, and with the effect prescribed by Minnesota
7.4 Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,
7.5 sections 4 to 7.

7.6 Sec. 6. **EFFECTIVE DATE.**

7.7 Except as otherwise provided, this act is effective the day following final enactment.