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State of Minnesota  
**HOUSE OF REPRESENTATIVES**

EIGHTY-NINTH SESSION

**H. F. No. 3691**

03/29/2016 Authored by Knoblach, Kelly, Theis, Hornstein, Howe and others  
The bill was read for the first time and referred to the Committee on Transportation Policy and Finance  
03/30/2016 Adoption of Report: Re-referred to the Committee on Government Operations and Elections Policy  
04/04/2016 Adoption of Report: Amended and re-referred to the Committee on Ways and Means

1.1 A bill for an act  
1.2 relating to mass transit; requiring initiation of negotiations to extend and modify  
1.3 Northstar commuter rail passenger service.

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

1.5 Section 1. **NORTHSTAR CORRIDOR EXTENSION; NEGOTIATIONS.**

1.6 The Department of Transportation must contact Burlington Northern Santa Fe  
1.7 Railway (BNSF) to negotiate an extension of the Northstar Corridor between Big Lake  
1.8 and St. Cloud, subject to the following conditions:

1.9 (1) the Northstar Corridor will add at least one morning round trip departure  
1.10 between the St. Cloud Amtrak Depot and Big Lake Station with continuing service to  
1.11 Target Station each weekday, plus one evening round trip between Big Lake Station and  
1.12 St. Cloud Amtrak Depot that must begin at Target Station, with the departure and arrival  
1.13 times set so that approximately ten or more hours elapse between the morning departure  
1.14 and evening return each day for both round trips. The Department of Transportation may  
1.15 also negotiate weekend departures and arrivals between St. Cloud and Target Station;

1.16 (2) the Department of Transportation may negotiate for fewer round trip departures  
1.17 from Big Lake to Target Station each weekday, and fewer round trip departures on  
1.18 weekends;

1.19 (3) BNSF must continue to crew and dispatch all trains and provide other  
1.20 track-related services;

1.21 (4) the St. Cloud Metropolitan Transit Commission (MTC) must be responsible for  
1.22 fare collection in St. Cloud and must negotiate with Amtrak for using the Amtrak station.  
1.23 The MTC must negotiate an agreement with the Metropolitan Council, which must require  
1.24 approval by the city of St. Cloud, regarding the sharing of revenues and expenses related

2.1 to the Amtrak station, fare collection, and advertising. The MTC, city of St. Cloud, and  
2.2 Stearns, Benton, and Sherburne Counties are prohibited from entering into agreements with  
2.3 the Metropolitan Council on any subject other than the operation of the Northstar Corridor;

2.4 (5) the Department of Transportation may not commit to spend any state funds  
2.5 on capital expenditures;

2.6 (6) the Department of Transportation may not commit to spend any more state funds  
2.7 on operating costs than the total sum it and the Metropolitan Council have budgeted  
2.8 for the Northstar Corridor; and

2.9 (7) the Department of Transportation may negotiate with the federal government,  
2.10 counties and cities, or the Northstar Corridor Development Authority to provide additional  
2.11 funding for services necessary to extend the Northstar Corridor.