

CHAPTER 625—H. F. No. 1448

[Coded]

An act relating to municipal advances of cash and services to expedite trunk highway construction and improvement within cities, villages, and boroughs; authorizing the issuance and sale of municipal bonds for such purpose and providing for the issuance and sale of trunk highway bonds by the state to such municipalities.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. [160.413] Trunk highway construction within municipalities. [Subdivision 1.] Declaration of policy. It is hereby declared that the early improvement of the state trunk highway system within municipalities to facilitate safe traffic movement and to cope with rapidly increasing traffic congestion is imperative; that the cost of many such necessary projects would require a delay in their programming and execution if reliance were placed solely upon existing methods of financing; that municipalities have an important interest in these projects because of the effect of adequate trunk highways within municipal limits upon economic growth, traffic mobility, the proper utilization of local street systems and many other reasons; and that such municipal interest in such trunk highway projects warrants the voluntary participation by municipalities in financing them through advances of cash or services in order to expedite the undertaking and completion of projects which would otherwise be deferred for lack of available current funds.

Sec. 2. [Subd. 2.] Agreement; commissioner of highways and city, village, or borough. In order to expedite any project of the commissioner of highways for the location, construction, reconstruction, improvement, or any combination thereof, of a trunk highway within its limits, any city, village or borough may enter into an agreement with the commissioner of highways under which it agreed to advance to the commissioner, in consideration of the undertaking of the project by the state at a time specified in the agreement, cash or municipal engineering services or both amounting to not more than that part of the estimated cost of the project which is to be borne by the state. The amount thus agreed to be advanced shall be exclusive of any amount agreed to be paid by the municipality as its share of the cost of the project under Minnesota Statutes, Section 160.41. The agreement shall provide for the repayment of the principal amount of the advance, without interest, in not over 20 annual instalments, which obligation to repay shall be evidenced by bonds issued

to the municipality by the state under section 4 of this act, and shall include such other terms and conditions as the parties deem necessary to comply with other provisions of law relating to cooperative agreements between the commissioner of highways and the municipalities.

Sec. 3. [Subd. 3.] Municipal bonds, issuance. At any time after an agreement obligating a municipality to make an advance of money to the state has been entered into pursuant to section 1, the governing body of the municipality may issue and sell the general obligation bonds of the municipality in a principal amount not exceeding the aggregate amount of the advance. Such bonds shall be issued and sold in accordance with Minnesota Statutes, Chapter 475, except that an election shall not be required to authorize their issuance and the bonds shall not be included in net debt for purposes of applying any statutory or charter limit on indebtedness. Money repaid to the municipality by the state under such agreement shall be placed in the sinking fund for such bonds and shall be used to reduce by an equivalent amount the tax levy for the payment of principal and interest on such bonds made under Minnesota Statutes, Section 475.61 or 475.64.

Sec. 4. [Subd. 4] State bonds; issuance, sale. [(1)] The issuance and sale of bonds by the State of Minnesota under the provisions of the Minnesota Constitution, Article 16, Section 4 during each of the calendar years 1955 and 1956 and during the first six months of 1957 in amounts limited by this section are hereby authorized, and moneys in the trunk highway sinking fund are pledged to their payment; but if the sinking fund shall not be adequate to meet the payment of principal and interest thereon a tax shall be levied upon all taxable property within the state in an amount sufficient to meet the deficiency, unless the legislature shall in its discretion, appropriate a sufficient amount to the sinking fund out of moneys in the state treasury not otherwise appropriated. Such bonds shall be issued and sold to municipalities under subdivision 2 by a board consisting of the state auditor, state treasurer, and the commissioner of highways, under such rules and in such form and denominations as the board shall determine, shall be signed by the state treasurer and attested by the secretary of state, and shall be sold for not less than par without interest.

[(2)] Such board may issue and sell, in each of the years named in subdivision 1, bonds in an amount equal to the aggregate of the amounts advanced by municipalities toward the state's share of the cost of trunk highway projects during the year pursuant to agreements made by municipi-

palities under section 1. Bonds for other trunk highway purposes authorized by the 1955 legislature shall be given priority in issuance over bonds authorized by this act, and the aggregate amount of bonds issued under this act in any one year shall in no case exceed the difference between (1) the aggregate amount of bonds issued in such year for trunk highway purposes under other 1955 legislation and (2) \$10,000,000. Bonds sold to any municipality by the state shall be in an aggregate amount equal to the amount agreed to be advanced in cash or services by the municipality toward the state's share of the cost of the project under the agreement incident to which the bonds are issued and shall mature serially over a period not exceeding 20 years. They shall bear no interest.

[(3)] The state auditor shall keep a record showing the number, amount, date of issue, and date of maturity of each bond. The proceeds of the sale of such bonds shall be paid into the state treasury and credited to the trunk highway fund.

Approved April 20, 1955.

CHAPTER 626—H. F. No. 1498

[Coded]

An act relating to the licensing and regulation of manufacturers and distributors of motor vehicles, prohibiting certain acts and practices in connection with the sale and distribution of motor vehicles; amending Minnesota Statutes 1953, Section 168.27.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Minnesota Statutes 1953, Section 168.27, is amended by adding a subdivision to read:

[Subd. 14] Acts which are unlawful. *It shall be unlawful for any manufacturer or distributor of motor vehicles, or for any officer, employee, agent or representative of such manufacturer or distributor:*

(1) *To induce or coerce or attempt to induce or coerce any retail dealer:*

(a) *To accept delivery of any motor vehicle or vehicles, parts or accessories therefor, or any other commodity or commodities which shall not have been ordered by said retail dealer;*