

cent interest compounded annually, plus the amount withdrawn at the time he left the municipal court service, plus four percent interest compounded annually, if any.

Sec. 3. Transfer to county. The cost of the retirement allowances or other benefits for any such stenographic reporter who becomes a county stenographic reporter and makes the election above provided for shall be an obligation of and shall be paid by such county. At such time as the retirement board shall fix and determine such county shall pay to the retirement fund the amount certified to such county by the retirement board as the cost of such retirement allowances and other benefits accrued and owing for such stenographic reporter or reporters.

Sec. 4. County obligation. The cost of such allowances and benefits *as set forth in sections 1 and 2 hereof* shall be paid from the county revenue fund of such county by the proper county officials within thirty days after the receipt of the certificate presented by the retirement board. A tax shall be levied by such county to defray the cost of such retirement allowances which may be in addition to all other taxes levied by such county.

Approved May 17, 1963.

CHAPTER 787—S. F. No. 1505

[Not Coded]

An act pertaining to the city of Minneapolis and authorizing advances of cash or engineering services, or both, by the city of Minneapolis to the commissioner of highways, to expedite trunk highway construction and improvement within the city of Minneapolis; authorizing the city of Minneapolis to issue bonds for such purpose; providing authority to the commissioner of highways to enter into agreements with the city of Minneapolis to accept such advance and to repay such advance out of trunk highway funds.

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

Section 1. Minneapolis; aid to trunk highway system. It is hereby declared that the early improvement of the Minnesota trunk highway system within the City of Minneapolis to facilitate safe and efficient traffic movement, to cope with the rapidly increasing vehicular traffic congestion, to solve the problem of the needed public safety in relation to vehicular flow is imperative and immediately needed; that the cost of many such necessary projects would

Changes or additions indicated by italics, deletions by ~~strikeout~~.

necessarily require a delay in their programming, planning, engineering work and execution if reliance must solely be limited to existing methods now legally available to the State and the City of Minneapolis; that the City of Minneapolis has an important interest in such trunk highway projects because of the salutary effects which projects, when executed, will have on the economic growth, traffic mobility, proper utilization of local street systems and the interrelationship of these with the State trunk highway system, and the public safety of the pedestrian and motor vehicle operator on the highways, and for many other reasons; that the State has an important and immediate interest in the early execution of State trunk highway system improvement in the City of Minneapolis; that such municipal interest in and need for such trunk highway projects in the City of Minneapolis warrants the voluntary participation by the City, as authorized by Minnesota Constitution, Article XVI, Section 11, in aiding in the preliminary financing of such through the advance of cash or engineering services, or both, to the Commissioner of Highways which would otherwise be deferred for lack of current available funds; that it is in the public interest of both the State and the City of Minneapolis that the powers granted by the provisions of this Act be put into effect, made available and be put to use at the earliest opportunity.

Sec. 2. Agreement with commissioner of highways. In order to expedite and facilitate early action by the commissioner of highways for the location, construction, reconstruction, improvement or any combination thereof, including the planning, programming, and engineering work in connection therewith, of a project or projects on legislative route No. 116, marked trunk highway No. 55 within its limits, the city of Minneapolis is hereby authorized to execute a contract with the Commissioner of Highways under which it may agree to advance cash or engineering services, or both, to the Commissioner of Highways in consideration of the undertaking of the project by the State at a time specified in the contract. Such advance shall not exceed 100 percent of the estimated cost of the project and may be made in installments during the performance of the project, or otherwise, as specified in the contract. The amount agreed to be advanced shall be exclusive of and in addition to any amount agreed to be paid by the City of Minneapolis as its share of the cost of the project under cooperative agreements as provided by law.

Sec. 3. Any such contract may provide for repayment by the Commissioner of Highways to the City of Minneapolis of the principal amount of such advance extended to the Commissioner by the City, without interest, in not over 30 annual installments. The

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Commissioner of Highways is hereby authorized on behalf of the State of Minnesota to execute such contract for repayment of the principal amount of such advance, without interest, to the City of Minneapolis out of the trunk highway fund. Such contract may include all other terms and conditions which the parties may deem necessary to comply with all other provisions of law relating to cooperative agreements between the Commissioner of Highways and municipalities.

Sec. 4. Such contract shall authorize the commissioner of highways to use funds advanced by the city on any trunk highway project in the state when such advanced funds are not immediately needed on the project or projects specified in said contract. The city shall make no claim for interest on any such advanced funds that may be invested by the state pending expenditure on the projects included in the contract.

Sec. 5. At any time after a contract shall have been executed by the Commissioner and the City of Minneapolis whereby the City shall agree to advance to the Commissioner cash or engineering services, or both, to carry out the purposes of Sections 1 to 8, the City, through its governing body, shall have the authority to issue and sell the general obligation bonds of the City. The aggregate amount of such bonds outstanding at any time shall not exceed \$10,000,000, to provide for the advance of such cash or engineering services, or both, to the Commissioner, said bonds to be secured by the full faith and credit of the City of Minneapolis and be issued and sold in a principal amount not exceeding the amount of the advance. Such bonds shall be issued and sold in accordance with Minnesota Statutes, Chapter 475, except that an election by the voters of the City of Minneapolis shall not be required to authorize issuance of such bonds, and the bonds shall not be included in net debt for the purposes of applying any statutory or charter limit on indebtedness. Money repaid to the City by the Commissioner under the contract, authorized in Section 3, shall be placed by the city in a separate sinking fund and shall be used by it solely to reduce, by an equivalent amount, the tax levy for the payment of the principal and interest on such bonds, made pursuant to Minnesota Statutes, Section 475.61 or 475.64.

Sec. 6. **Interest payment on city bonds.** With the consent of the commissioner of highways, the city of Minneapolis, as a municipality of 5,000 or more in population now receiving an allotment of highway users funds pursuant to Minnesota Constitution, Article XVI, Section 8, for the use of the municipal state aid street system, may use moneys so allotted to the normal maintenance account of such city out of the municipal state aid street fund for

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the payment of interest on the bonds issued by such municipality under the authority of sections 1 through 6.

2. Sec. 7. **Definition.** The term, municipality, when used in sections 1 to 6, is defined as any city, village or borough in the state of Minnesota.

Sec. 8. **Liberal Construction.** Sections 1 to 8 shall be liberally construed to effectuate their purposes, and in the event any section or clause thereof shall be held invalid, the remaining sections or parts thereof shall continue in effect.

Sec. 9. **Approval.** This act shall become effective only after its approval by a majority of the governing body of the city of Minneapolis and upon compliance with the provisions of Minnesota Statutes, Section 645.021.

Approved May 17, 1963.

CHAPTER 788—H. F. No. 1667

[Not Coded]

An act relating to earnings in the trunk highway fund from funds advanced by the city of St. Paul.

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

Section 1. **St. Paul, trunk highway funds, earnings.** Pursuant to Laws 1959, Chapter 538, the city of St. Paul issued and sold its bonds in the aggregate amount of \$4,750,000 and delivered the proceeds thereof to the department of highways for trunk highway purposes within the city of St. Paul. Prior to the use of such funds for such purposes, investments thereof of the department of highways have earned in excess of \$80,000 and it is desirable that such earnings inure to the benefit of the city of St. Paul.

Sec. 2. Said sum of \$80,000 shall be a credit against any further sums of money to be advanced by the city of St. Paul under the terms of an agreement between the city of St. Paul and state of Minnesota, department of highways, entered into pursuant to the provisions of Laws 1959, Chapter 538. Said sum of \$80,000 is deemed to have been paid to the department of highways not-

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