

**Senate Counsel, Research,
and Fiscal Analysis**

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Senate

State of Minnesota

S.F. No. 2747 - Airports Fund Transfer

Author: Senator Michael J. Jungbauer

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Krista Boyd, Fiscal Analyst (651/296-7681) *KB*

Date: March 9, 2006

Section 1, Subdivision 1, transfers \$7.5 million in fiscal year 2006 and \$7.5 million in fiscal year 2007 from the general fund to the airports fund. This \$15 million offsets a 2003 transfer of \$15 million from the airports fund to the general fund.

Subdivision 2, transfers \$15 million from the tax relief account in the general fund to the unrestricted general fund.

Section 2 amends a 2003 law by striking language requiring a \$15 million transfer from the general fund to the state airports fund on July 1, 2007.

Section 3 gives immediate effect to this act.

BB/KB:rer

Senators Jungbauer, Sams, Gerlach, Murphy and Rest introduced-
S.F. No. 2747: Referred to the Committee on Finance.

1 A bill for an act
1.2 relating to appropriations; offsetting a transfer of money from the airports fund
1.3 and making a transfer from the tax relief account to the general fund; amending
1.4 Laws 2003, First Special Session chapter 18, article 1, section 2.

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

1.6 Section 1. AIRPORTS FUND TRANSFER.

1.7 Subdivision 1. Transfer offset. \$7,500,000 is transferred each year from the general
1.8 fund to the airports fund in fiscal years 2006 and 2007. These transfers are intended to
1.9 offset a transfer of the same amount from the airports fund to the general fund in fiscal
1.10 year 2003 required under Laws 2003, First Special Session chapter 18, article 1, section 2,
1.11 and Laws 2003, First Special Session chapter 19, article 4, section 2.

1.12 Subd. 2. Transfer. Of the balance in the tax relief account in the general fund,
1.13 \$15,000,000 is transferred to the unrestricted general fund.

1.14 Sec. 2. Laws 2003, First Special Session chapter 18, article 1, section 2, is amended to
1.15 read:

1.16 Sec. 2. TRANSPORTATION 110,000,000

1.17
1.18 This appropriation is from the trunk highway
1.19 bond proceeds account in the trunk highway
1.20 fund and is available for expenditure
1.21 beginning the day following final enactment.
1.22 It is for the same purposes as specified in

2.1 Laws 2000, chapter 479, article 1, section 2,
2.2 subdivision 3.

2.3

2.4 Of the general fund appropriation in Laws
2.5 2000, chapter 479, article 1, section 2,
2.6 subdivision 3, \$110,000,000 cancels to the
2.7 general fund. This cancellation is effective
2.8 the day following final enactment.

2.9

2.10 By June 30, 2003, the commissioner of
2.11 finance shall transfer \$15,000,000 of the cash
2.12 balance in the state airports fund established
2.13 in Minnesota Statutes, section 360.017, to
2.14 the general fund.

2.15

2.16 ~~On July 1, 2007, the commissioner must~~
2.17 ~~transfer \$15,000,000 from the general fund~~
2.18 ~~to the state airports fund.~~

2.19 Sec. 3. **EFFECTIVE DATE.**

2.20 This act is effective the day following final enactment.

1.1 To: Senator Cohen, Chair

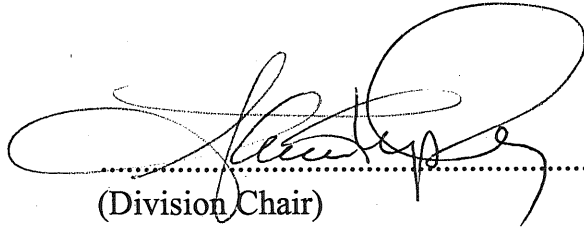
1.2 Committee on Finance

1.3 Senator Murphy,

1.4 Chair of the Transportation Budget Division, to which was referred

1.5 S.F. No. 2747: A bill for an act relating to appropriations; offsetting a transfer of
1.6 money from the airports fund and making a transfer from the tax relief account to the
1.7 general fund; amending Laws 2003, First Special Session chapter 18, article 1, section 2.

1.8 Reports the same back with the recommendation that the bill do pass and be referred
1.9 to the full committee.


.....
(Division Chair)

1.10

1.11

1.12

1.13

March 9, 2006
(Date of Division recommendation)


AIRCRAFT OWNERS AND PILOTS ASSOCIATION

 421 Aviation Way • Frederick, MD 21701-4798
 Telephone (301) 695-2000 • Fax (301) 695-2375
 www.aopa.org

March 7, 2006

 Honorable Steve Murphy
 Chairman
 Senate Finance Committee – Transportation Budget Division
 75 Rev. Dr. Martin Luther King Jr. Blvd., Room 306
 St. Paul, MN 55155-1606

Post-It® Fax Note	7671	Date	3-7-06	# of pages	1
To	Sen. Steve Murphy	From	Andy Cebula		
Co./Dept.		Co.			
Phone #		Phone #	301-695-2203		
Fax #	651-225-7861	Fax #			

Re: SF 2747 (Jungbauer) State airports fund money transfer offset

Dear Chairman Murphy:

On behalf of the more than 7,600 Minnesota members – of 407,000 members nationwide – of the Aircraft Owners and Pilots Association, we are writing to express our strong support for SF 2747, which restores a total of \$15,000,000 to the State of Minnesota's Department of Transportation airport development fund, which offsets a transfer (loan?) of the same amount from the airports fund to the general fund in fiscal year 2003.

General aviation (GA) airports are a fundamental component of Minnesota's transportation system. For example in the Minneapolis area, the six GA reliever airports—Airlake, Anoka County-Blaine, Crystal, Flying Cloud, Lake Elmo, and St. Paul Downtown—contribute more than \$254 million and 2,200 jobs to the Twin Cities area. An integral part of the U.S. economy, GA is a catalyst for economic growth, generating millions of jobs, and representing 1 percent of the GDP. Businesses that use GA gain competitive advantage, while communities gain jobs and access to the state and national air transportation system.

These small, community airports work just like an on-ramp to the Interstate Highway System. Many GA flights go between these airports, and some are used to take people to large airports where they can board flights with one of the airlines. Most importantly, as witnessed during floods and other emergencies, these airports often serve as a community's only link to vital safety, fire and rescue, and emergency services. Funding these GA airports directly supports the goal of moving people and goods more efficiently and enhancing Minnesota's economic competitiveness. Additionally, projects funded from this account enhance and improve safety at these general aviation airports.

Thank you for your time and consideration of our comments. Should you have any questions or concerns, please contact AOPA's Great Lakes Regional Representative Bill Blake at (309) 692-7653.

Sincerely,

 Andrew V. Cebula
 Executive Vice President
 Government Affairs

 cc: Senator Michael Jungbauer
 Raymond Rought, Director, Aeronautics and Aviation, DOT
 Bill Blake, AOPA Great Lakes Regional Representative

Status of the State Airports Fund

Issue

Forecasted receipts to the State Airports Fund have required substantial cuts to Mn/DOT's Airport Development and Assistance program in fiscal year 2006 and indicate that even greater cuts will be necessary in fiscal year 2007, most of which will be a reduction in Construction Grants to publicly owned airports.

Discussion

When the General Fund was facing a large projected shortfall beginning in fiscal year 2004, the 2003 Legislature passed legislation directing the Commissioner of Finance to transfer \$15 million from the State Airports Fund to the General Fund by June 30, 2003. The legislation, which was signed by the Governor, also directs the Commissioner of Finance to transfer \$15 million from the General Fund back to the State Airports Fund on July 1, 2007. This fund transfer together with payments of Airline Flight Property taxes being withheld by several airlines now in bankruptcy is equivalent to losing one year's income to the State Airports Fund.

An analysis prepared by Mn/DOT in November, 2005, projects that the Office of Aeronautics will have to cut its fiscal year 2007 expenditures by a minimum of \$2.27 million because of this projected shortfall. Most, if not all of a \$2.27 million cut from the Aeronautics' annual appropriation will no doubt come from the \$8.4 million that the Office of Aeronautics typically allocates for Construction Grants. Cutting funding for Construction Grants will cause numerous airport construction projects across the State to be delayed or eliminated. Delaying or eliminating projects will in turn have a detrimental effect on the local economies of these communities as well as having a negative impact on operational safety at affected airports.

Another Mn/DOT analysis shows that the current cash flow problem can be avoided by initiating the transfer of a portion of the funds on July 1, 2006 instead of July 1, 2007. This analysis also shows that it is not necessary to transfer all of the \$15 million in a single year.

Minnesota airports have large unmet needs which they are looking to Mn/DOT to help fund. (See the bar graph on the following page) Now that the State Airports Fund is faced with a cash flow crisis, it is particularly important to the aviation community that taxes paid by users of the aviation system are returned to the State Airports Fund beginning in fiscal year 2007. Without doing so restricts aviation activity in Minnesota which negatively affects the quality of life and economic health of communities throughout the state. Collectively, aviation contributes approximately \$10 billion annually to Minnesota's economy.

Recommendation

Revise the legislation from the 2003 First Special Session, Chapter 18, Article 1, Section 2, to require that the Commissioner of Finance transfer \$5 million from the General Fund to the State Airports Fund on July 1, 2006, and transfer the final \$10 million from the General Fund to the State Airports Fund on July 1, 2007.

General Obligation Bonding Bills
 Senate Transportation Committee Meeting
 3/9/2006

<u>Bill No.</u>	<u>Author</u>	<u>Description</u>	<u>Amount requested</u>	<u>Notes</u>
2335	MARKO	Bonding for regional travel demand study in Washington and Dakota counties	200,000	Funds appropriated to Met Council
2375	MARKO	Bonding for Highway 10/61 corridor vista enhancement project	5,000,000	From State Transportation Fund
2433	WERGIN	Bonding for state's match of cost for recreational bridge over Hwy 169 in Mille Lacs County	250,000	
2549	FREDERICKSON	Bonding for a grant to MN Valley Regional Rail Authority for rehabilitating certain railroad tracks		No funding amount yet
2558	STUMPF	Bonding for road improvements in Kittson County	1,222,000	From State Transportation Fund: \$650,000 for routes of regional significance; \$572,000 for rural road safety
2559	STUMPF	Bonding for grant to Polk County to build ten-ton road	250,000	Funds appropriated to commissioner of employment and econ. dev.
2597	MOUA	Bonding for the Central Corridor Transit Way	50,000,000	Funds appropriated to Met Council
2600	MURPHY	Bonding for port development assistance	6,000,000	From State Transportation Fund
2606	BAKK	Bonding for Northeast MN rail initiative		No funding amount yet
2617	MURPHY	Bonding for local bridges and local road improvements	249,000,000	\$90 mill for local bridges from State Transportation Fund, \$159 mill for local road improvements
2664	SKOGLUND	Bonding for Minneapolis parkway improvements	2,000,000	Funds appropriated to city of Minneapolis
2790	MARKO	Appropriating money for Red Rock corridor transit way	1,000,000	
2791	MARKO	Appropriating money for the state's share of a high speed rail line between St Paul and Chicago	10,000,000	
2812	PAPPAS	Bonding for grant to Ramsey County regional railroad authority for revitalization of union depot as multimodal transit center in St Paul	12,500,000	Funds appropriated to Met Council
2904	POGEMILLER	Appropriating money for bridge crossing Mississippi River in Hennepin County	24,300,000	From State Transportation Fund

***All listed are appropriated to Commissioner of Transportation unless otherwise indicated.**

Senators Bakk, Tomassoni and Solon introduced-
S.F. No. 2606: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; appropriating money for the Northeast
Minnesota rail initiative; authorizing the sale and issuance of state bonds.

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

Section 1. **APPROPRIATION.**

\$..... is appropriated from the bond proceeds fund to the commissioner of transportation for a grant to St. Louis County for renovation and upgrades to the St. Louis County Heritage and Arts Center (the Duluth Depot) and for Phase I design, engineering, construction, and purchase of rolling stock, railway stations, park-and-ride lots, and other railroad appurtenances necessary to facilitate the return of inter-city and commuter/passenger rail service within Duluth and the Duluth/Twin Cities rail corridor.

Sec. 2. **BOND SALE.**

To provide the money appropriated in section 1 from the bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$..... in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

Sec. 3. **EFFECTIVE DATE.**

Sections 1 and 2 are effective the day following final enactment.

Senators Marko, Murphy, Pappas, Pogemiller and Moua introduced—
S.F. No. 2790: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; authorizing sale of state bonds; appropriating
money for Red Rock corridor transit way.

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

Section 1. RED ROCK CORRIDOR TRANSIT WAY.

Subdivision 1. Appropriation. \$1,000,000 is appropriated from the bond proceeds
fund to the Department of Transportation for preliminary engineering and environmental
review of the Red Rock corridor transit way between Hastings and Minneapolis via St.
Paul.

Subd. 2. Bond sale. To provide the money appropriated in this section from the
bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in
an amount up to \$1,000,000 in the manner, upon the terms, and with the effect prescribed
by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution,
article XI, sections 4 to 7.

Sec. 2. EFFECTIVE DATE.

Section 1 is effective the day following final enactment.

Senators Marko, Murphy, Pappas, Pogemiller and Moua introduced—
S.F. No. 2791: Referred to the Committee on Finance.

1.2 A bill for an act
1.3 relating to capital improvements; authorizing the sale of state bonds;
1.4 appropriating money for the state’s share of high-speed rail line between St.
1.5 Paul and Chicago.

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

1.7 Section 1. **HIGH-SPEED RAIL LINE.**

1.8 Subdivision 1. Appropriation. \$10,000,000 is appropriated from the bond proceeds
1.9 fund to the commissioner of transportation for the state’s share of a high-speed rail line
1.10 between St. Paul and Chicago. No part of this appropriation may be spent to acquire or
1.11 better capital improvements that are located outside the state of Minnesota, that may be
1.12 used from time to time outside the state of Minnesota, or that are part of a rail corridor that
1.13 is not designated by the Midwest Interstate Passenger Rail Compact.

1.14 Subd. 2. Bond sale. To provide the money appropriated in this section from the
1.15 bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in
1.16 an amount up to \$10,000,000 in the manner, upon the terms, and with the effect prescribed
1.17 by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution,
1.18 article XI, sections 4 to 7.

1.19 Sec. 2. **EFFECTIVE DATE.**

Section 1 is effective the day following final enactment.

Senator Marko introduced—

S.F. No. 2375: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; appropriating money for a Highway 10/61
corridor vista enhancement project; authorizing sale of general obligation bonds.

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

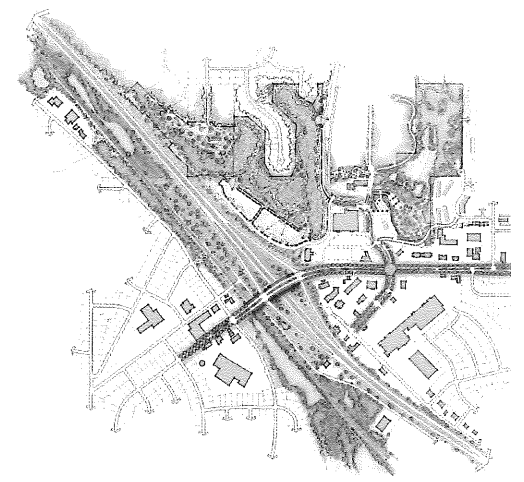
Section 1. **COTTAGE GROVE CORRIDOR VISTA ENHANCEMENT
PROJECT.**

Subdivision 1. Appropriation. \$5,000,000 is appropriated from the bond proceeds
account in the transportation fund to the commissioner of transportation to be disbursed as
grants to the city of Cottage Grove for a marked Trunk Highway 10/61 Corridor Vista
Enhancement project. In accordance with Minnesota Statutes, section 174.50, the city
may use the funds for improvements or enhancements within contiguous publicly owned
areas adjacent to and within one-half mile to the north and south sides of marked Trunk
Highway 10/61 between the 70th Street overpass and the Jamaica Avenue underpass
within Cottage Grove. The funds must be used for predesign, design, and construction of
a scenic overlook, picnic shelters, landscaping, trails, interpretive signage, information
signage, ornamental fencing, banners, safety lighting, decorative improvements, park
and open-space improvements, exotic species management, and major surface water
management improvements.

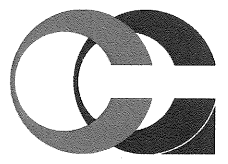
Subd. 2. Bond sale. To provide the money appropriated in this section from the
bond proceeds account in the transportation fund, the commissioner of finance shall sell
and issue bonds of the state in an amount up to \$5,000,000 in the manner, upon the terms,
and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by
the Minnesota Constitution, article XI, sections 4 to 7. The proceeds of the bonds, except



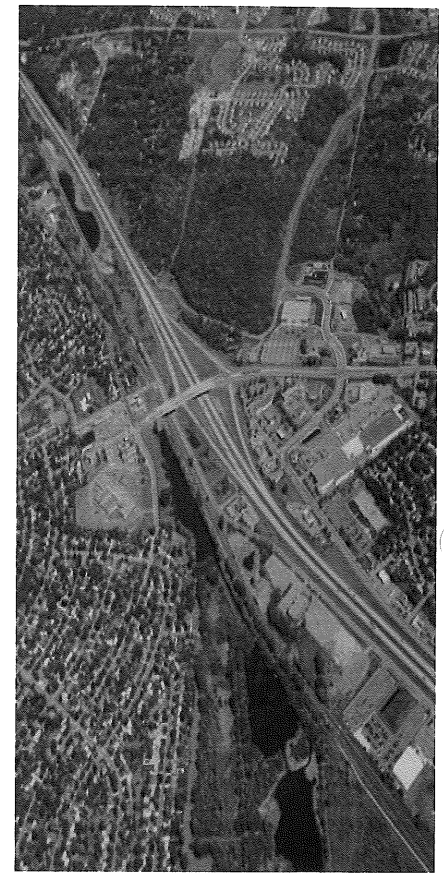
Cottage Grove



Gateway Corridor Vista Enhancement Project



GATEWAY TO THE REGION
GATEWAY TO THE STATE
LOCAL MANAGEMENT

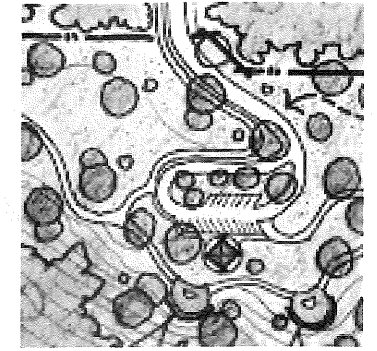


Partnering for the
Stewardship
Of the State

7516 80th Street South
Cottage Grove MN
Phone (651) 458-2800
Fax (651) 458-2881

<http://www.cottage-grove.org>

Project Purpose



- Promote a sense of arrival
- Develop a signature “linear landscape” gateway corridor
- Improve visual Impressions to local and regional travelers
- Preserve unique geology and views
- Environmental stewardship, interpretation and education
- Complete Innovative surface water management enhancements
- Phased reforestation and flyway habitat improvement
- Enhance river valley vista accessibility
- Acquire and protect bluffland and old growth forests
- Promote economic activity for the State and Region

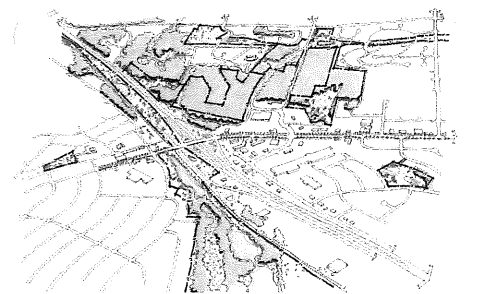
2.5 MILLION DOLLAR
INVESTMENT

ARBORETUM PLANTINGS

This project includes a reforestation component that in generations to come, and will be considered a natural arboretum for the traveling public to witness and enjoy with the changing of the seasons. The Songbirds and numerous species of waterfowl that utilize the Mississippi River Flyway will benefit from the growing and mature plantings.

PARKS AND SCENIC OVERLOOK

This project includes a scenic overlook on an ancient glacial river bluff and links a variety of Public parks open space and private conservation lands into an integrated and managed system. The image of the system will clearly say welcome and we care to the local and regional visitors. Stroll along the wetlands or the bluffs on a series on connected trailways that are currently identified in a long range master plan.





STATE LEGACY

The State has a long history of transportation corridor enhancements, promotion of tourism, and environment and natural resource protection. Funding this project continues that legacy.

NATURAL RESOURCE PROTECTION

The City has already made considerable investments into the Gateway corridor in the acquisition and preservation of significant wetland, geologic, and natural areas, and the time has come to actively manage and promote it. Oak savannahs, Degraded Wetlands, Pristine Bedrock Bluff prairies and wildlife will all benefit from the planned improvements.

LAND PRESERVATION

In addition to the land currently in public ownership, the City is working on securing permanent access to undeveloped Bluff lands that rise 155 feet above the State Highway, and afford views of the entire Mississippi River Valley. The Bluffs are comparable to the infamous bluffs that are currently preserved publicly in Mounds Park and Battle Creek Park in St. Paul.

EDUCATION

Signage, educational kiosks and visitor centers will be established throughout the corridor to promote the different facets and benefits of the coordinated improvement program.

WETLAND REHABILITATION

The wetlands in the corridor and their downstream tributaries have been steadily degraded over the last several decades by road salt, uncontrolled surface water and invasive wetland grasses. This project will tune the basins to meet current state and federal wetland management guidelines, and improve their appearance to the traveling public.

By the year 2020 over 25 million vehicles per year will pass through the Cottage Grove Gateway Corridor. Each of the travelers associated with these vehicles will have an opportunity to benefit from the planned Gateway enhancements.

*– Mayor Sandy Shiely,
Cottage Grove*

TRANSPORTATION

The Gateway corridor is bounded by several major transportation right of way corridors, yet is under the control and jurisdiction of none. The City of Cottage Grove is taking control of the management of this corridor to the benefit of all.



Senators Marko and Metzen introduced--
S.F. No. 2335: Referred to the Committee on Finance.

A bill for an act

relating to capital improvements; authorizing the
issuance of state bonds; appropriating money for a
study of regional travel demand between Washington
County and Dakota County.

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

Section 1. [APPROPRIATION.]

\$200,000 is appropriated from the bond proceeds fund to the
Metropolitan Council for a study of regional travel demand
between Washington County and Dakota County.

Sec. 2. [BOND SALE.]

To provide the money appropriated in this act from the bond
proceeds fund, the commissioner of finance shall sell and issue
bonds of the state in an amount up to \$200,000 in the manner,
upon the terms, and with the effect prescribed by Minnesota
Statutes, sections 16A.631 to 16A.675, and by the Minnesota
Constitution, article XI, sections 4 to 7.

Sec. 3. [EFFECTIVE DATE.]

Sections 1 and 2 are effective the day following final
enactment.

Senator Pogemiller introduced-

S.F. No. 2904: Referred to the Committee on Finance.

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A bill for an act

relating to capital improvements; appropriating money for bridge crossing Mississippi River in Hennepin County; authorizing issuance of general obligation bonds.

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

Section 1. [APPROPRIATION; BRIDGE CROSSING MISSISSIPPI RIVER IN HENNEPIN COUNTY.]

\$24,300,000 is appropriated from the bond proceeds account in the state transportation fund to the commissioner of transportation for the bridge crossing the Mississippi River at Hennepin County State-Aid Highway 153, as provided in Minnesota Statutes, section 174.50.

Sec. 2. [BOND SALE.]

To provide the money appropriated in section 1 from the state transportation fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$24,300,000 in the manner, on the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7. The proceeds of the bonds, except accrued interest and any premium received on the sale of the bonds, must be credited to a bond proceeds account in the state transportation fund.

Sec. 3. [EFFECTIVE DATE.]

Sections 1 and 2 are effective the day following final

Senators Frederickson, Kubly, Neuville, Hottinger and Metzen introduced-
S.F. No. 2549: Referred to the Committee on Finance.

A bill for an act
relating to railroads; appropriating money for a grant to Minnesota Valley
Regional Rail Authority for rehabilitating certain railroad track; authorizing
issuance of general obligation bonds.

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

Section 1. RAILROAD TRACK REHABILITATION.

Subdivision 1. Appropriation. \$..... is appropriated from the bond proceeds fund
to the commissioner of transportation for a grant to the Minnesota Valley Regional Rail
Authority for rehabilitating 33 miles of railroad track from Gibbon to Norwood-Young
America. The commissioner may not make the grant until the commissioner has
determined that the authority has obtained a commitment for at least \$..... in federal
funds for the project. A grant under this section is in addition to any grant, loan, or loan
guarantee for this project made by the commissioner under Minnesota Statutes, sections
222.46 to 222.62.

Subd. 2. Bond Sale. To provide the money appropriated in this section from the
bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state
in an amount up to \$..... in the manner, on the terms, and with the effect prescribed by
Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution,
article XI, sections 4 to 7.

EFFECTIVE DATE. This section is effective the day following final enactment.

Senators Pappas, Moua, Wiger, Anderson and Cohen introduced—
S.F. No. 2812: Referred to the Committee on Finance.

A bill for an act

relating to capital improvements; appropriating money for Union Depot in St. Paul; authorizing the sale and issuance of state bonds.

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

Section 1. APPROPRIATION.

\$12,500,000 is appropriated from the bond proceeds fund to the Metropolitan Council for a grant to the Ramsey County Regional Railroad Authority to acquire land and structures, to refurbish structures, and for design, engineering, and environmental work to revitalize Union Depot for use as a multimodal transit center in St. Paul.

Sec. 2. BOND SALE.

To provide the money appropriated in section 1 from the bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$12,500,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

Sec. 3. EFFECTIVE DATE.

Sections 1 and 2 are effective the day following final enactment.

Senators Moua; Murphy; Johnson, D.E.; Senjem and Michel introduced-
S.F. No. 2597: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; authorizing the issuance of state bonds;
appropriating money for the Central Corridor Transit Way.

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

Section 1. CENTRAL CORRIDOR TRANSIT WAY; APPROPRIATION.

\$50,000,000 is appropriated from the bond proceeds fund to the Metropolitan
Council for final design and construction of the Central Corridor Transit Way between the
city of St. Paul and the city of Minneapolis.

Sec. 2. BOND SALE.

To provide the money appropriated in section 1 from the bond proceeds fund,
the commissioner of finance shall sell and issue bonds of the state in an amount up to
\$50,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota
Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,
sections 4 to 7.

Sec. 3. EFFECTIVE DATE.

Section 1 is effective the day following final enactment.

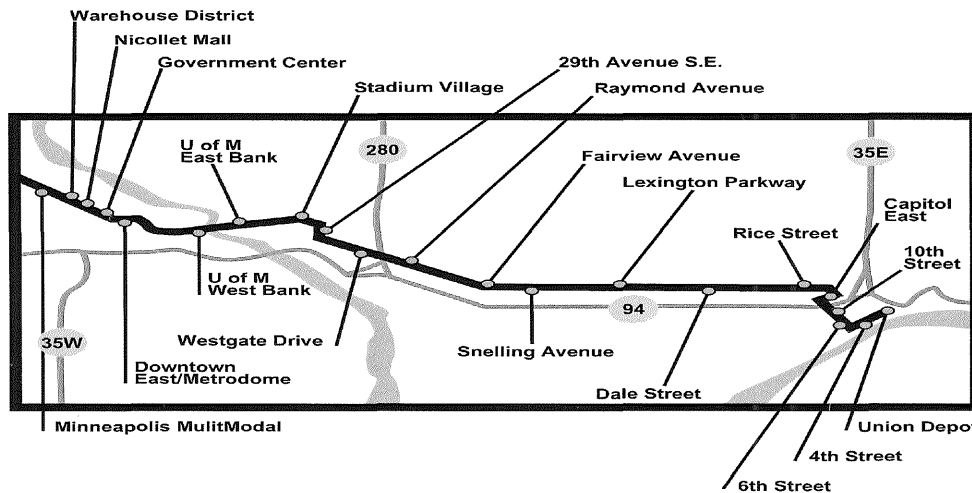


CENTRAL CORRIDOR 2006 BONDING REQUEST

(D)

What is the Central Corridor?

The Central Corridor is a proposed 11-mile light rail transit line that will link the two core downtown areas of Minneapolis and Saint Paul. The planned line would run from the future transit hub at the historic Union Depot in downtown Saint Paul, link to the State Capitol, travel down University Avenue, through the University of Minnesota, extend over the Washington Avenue bridge and connect to the Hiawatha light rail transit line at the Downtown East/Metrodome stop.



What is the Central Corridor Partnership?

The Central Corridor Partnership is a business-led coalition founded in 2004 to promote the funding and development of the Central Corridor. The business communities of Saint Paul and Minneapolis recognized the need to join together to advocate for light rail transit connecting these major urban hubs.

The Central Corridor Partnership consists of:

Saint Paul Area Chamber of Commerce
Midway Chamber of Commerce
Minneapolis Regional Chamber of Commerce
Minnesota Black Chamber of Commerce
Minnesota Hmong Chamber of Commerce
Minneapolis Downtown Council

Capital City Partnership
Businesses in and along the Corridor
Organized labor
The University of Minnesota
Local governments

Why Central Corridor now?

Light rail transit along the Central Corridor is a crucial investment to the continued economic health and vitality of the state of Minnesota as a whole. Light rail transit will help alleviate future congestion brought on by the anticipated 1 million new residents in our metro area, enhance our quality of life and foster new economic development. In addition, transit has proven to serve as a draw for new housing and commercial growth. The success of the Hiawatha light rail line is a great example. From opening day in June of 2004, through September of 2005, ridership has been 67% higher than forecast. In August of 2005, over 800,000 passengers rode the LRT. The time for expanded transit options is now.

"The Central Corridor is an important part of the future growth between the East and West metro. We must move forward and ensure its success."
Senator Norm Coleman

2005 was successful---but there's a long way to go

With your support, the Central Corridor Partnership assisted in securing \$5.25 million in the 2005 bonding bill, which was matched by federal funding to cover preliminary engineering costs. An Alternatives

"Funding and building the Central Corridor light rail is vital to keeping the Twin Cities competitive in the 21st century."

Congresswoman Betty McCollum

Analysis/Draft Environmental Impact Statement (AA/DEIS) has been prepared for the project. This document examines a variety of alternative transit options and their impacts. After it is released for public hearings, it will lead to the selection of an option to be studied in preliminary engineering. FTA's approval to release the document is dependent upon a calculation called the Cost Effectiveness Index that estimates the cost per hour of travel time saved by transit users in the region in 2030.

The Partnership anticipates that the AA/DEIS will provide evidence that light rail is the best transit alternative to connect Saint Paul and Minneapolis. Subsequent action by the Met Council will allow for preliminary engineering to begin.

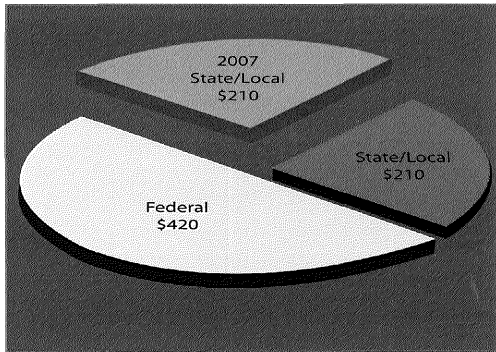
Project Cost and Timeline

The proposed budget for the Central Corridor is \$840 million. Federal "New Starts" funding will cover 50% of the total capital cost of the project. A non-federal match of \$420 million is required from state, county and regional sources to cover the total cost of the project.

2006-07: Preliminary Engineering 2007: Secure State Funding
2008: Final Design 2009: Construction Period 2011: Project Completion

Why state funds are needed now

To obtain the New Starts funding, the FTA requires that one half of the non-federal share of project funding be committed before they will allow a project to begin the Final Design phase. This means the Central Corridor



needs a \$210 million commitment for funds by the fourth quarter of 2007, even though dollars will not be spent until construction begins. If funding is not committed by that time, the Central Corridor will lose the opportunity for federal funding. While the Central Corridor has been identified as one of the most viable transit corridors in the country, the competition for federal resources is fierce. We face competition from cities such as Charlotte, Columbus, Louisville, Norfolk, and Phoenix, that are building new systems as well as cities that are adding to already existing substantial rail systems. If Minnesota fails to ensure state funded support, federal dollars will be lost to other cities and

transportation in Minnesota will again be stalled. We must keep our state funding on track to ensure the federal match. Minnesota's transportation future depends on it.

2006 Bonding Request:

Along with the Ramsey County Regional Railroad Authority, the Central Corridor Partnership is requesting \$50 million in state funding in the 2006 bonding bill to match projected federal contributions to ensure that we secure the state and local match by year end 2007. The business community will continue to work with project partners to support a dedicated transit funding source (such as the constitutional amendment to dedicate the Motor Vehicle Sales Tax) that will reduce the amount of bonding required to fund projects like Central Corridor.

For more information, please contact:

Sandra Westerman, Saint Paul Area Chamber of Commerce 651.265.2771
Andrea Hart Kajer or Jim Girard, Cook Hill Girard & Associates 651.917.6001

Senator Murphy introduced-

S.F. No. 2617: Referred to the Committee on Finance.

1 A bill for an act
1.2 relating to capital improvements; authorizing issuance of state bonds and
1.3 appropriating proceeds for local bridges and the local road improvement fund;
1.4 appropriating money.

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

1.6 Section 1. APPROPRIATIONS.

1.7 Subdivision 1. Local bridges. \$90,000,000 is appropriated from the state
1.8 transportation fund to the commissioner of transportation. The commissioner shall spend
1.9 this appropriation as grants to political subdivisions for the replacement, rehabilitation,
1.10 and repair of key bridges on the state transportation system. The commissioner shall
1.11 make these grants in accordance with and for the purposes of Minnesota Statutes, section
1.12 174.50. Political subdivisions may use grants under this section for the replacement,
1.13 rehabilitation, or repair of bridges, including but not limited to:

1.14 (1) matching federal grants for bridge replacement, rehabilitation, or repair;

1.15 (2) paying the costs of abandoning an existing bridge that is deficient and in need
1.16 of replacement, but where no replacement will be made;

1.17 (3) paying the costs of constructing a road or street that would facilitate the
1.18 abandonment of an existing bridge determined by the commissioner of transportation to
1.19 be deficient, if the commissioner determines that construction of the road or street is more
1.20 cost-efficient than replacing the existing bridge; and

1.21 (4) paying costs authorized by Minnesota Statutes, section 174.50, subdivision 6a.

1.22 Subd.2. Local road improvement fund. The following amounts are appropriated to
1.23 the commissioner of transportation from the local road improvement fund:

2.1 (1) \$112,000,000 is appropriated from the local road account for routes of regional
2.2 significance in the local road improvement fund for the purposes of Minnesota Statutes,
2.3 section 174.52, subdivision 4.

2.4 (2) \$47,000,000 is appropriated from the rural road safety account in the local road
2.5 improvement fund for the purposes of Minnesota Statutes, section 174.52, subdivision 4a.

2.6 **Sec. 2. BOND SALE.**

2.7 Subdivision 1. State transportation bonds. To provide the money appropriated
2.8 from the state transportation fund under section 1, subdivision 1, the commissioner of
2.9 finance shall, on request of the commissioner of transportation, issue and sell Minnesota
2.10 state transportation bonds for the purposes provided in Minnesota Statutes, section 174.51,
2.11 subdivision 1, in the aggregate principal amount of \$90,000,000, in the manner and on
2.12 the conditions prescribed in Minnesota Statutes, section 174.51, and in the Minnesota
2.13 Constitution, article XI. The proceeds of the bonds must be deposited in the Minnesota
2.14 state transportation fund for expenditure in accordance with section 1, subdivision 1, and
2.15 with Minnesota Statutes, section 174.50.

2.16 Subd. 2. General obligation bonds. To provide the money appropriated from
2.17 the local road improvement fund under section 1, subdivision 2, the commissioner of
2.18 finance shall, on request of the commissioner of transportation, sell and issue bonds of the
2.19 state in an amount up to \$159,000,000 in the manner, on the terms, and with the effect
2.20 prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota
2.21 Constitution, article XI, sections 4 to 7. Of this amount, the commissioner shall deposit
2.22 \$47,000,000 in the rural road safety account and \$112,000,000 in the local road account
2.23 for routes of regional significance.

E



2006 Capital Bonding Request

Approved January 27, 2006

1) Local Road and Bridge Needs

	<u>Alliance \$ requested</u>
▶ - Local Bridge Program	\$ 100M GO
▶ - Local Road Improvement Program	
• Minnesota Rural Road Safety Program	\$ 47.5M GO
• Routes of Regional Significance	\$ 112M GO
• Corridor Account	\$ 20M GO

2) Transit

▶ - Metropolitan Area Transit	
Transitways	
Northstar Commuter Rail	\$ 60M GO
Union Depot (federal match)	\$ 12.5M GO
I-35W BRT	\$ 8.3M GO
Cedar Avenue Busway	\$ 5M GO
Central Corridor	\$ 50M GO
Red Rock	\$ 1M GO
Rush Line	\$ 1M GO
▶ - Greater Minnesota Transit Facilities	\$ 7.1M GO

3) Freight Needs

▶ - Ports Improvements	\$ 6M GO
▶ - Freight Rail Improvements	\$ 6M GO

4) Other Transportation Needs

▶ - Local Road Wetland Replacement Program (DNR)	\$ 4.3M GO
▶ - Mankato Headquarters and small capital needs	\$ 23M GO
▶ - Lowry Avenue Bridge	\$ 24.3M GO
▶ - St. Cloud Airport	\$ 2M GO

Senators Murphy, Kierlin, Cohen, Larson and Solon introduced—
S.F. No. 2600: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; appropriating money for port development
assistance; authorizing the sale of state bonds.

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

Section 1. PORT DEVELOPMENT ASSISTANCE.

Subdivision 1. Appropriation. \$6,000,000 is appropriated from the state
transportation fund to the commissioner of transportation for purposes of the port
development assistance program under Minnesota Statutes, chapter 457A.

Subd. 2. Bond sale. To provide the money appropriated in subdivision 1 from the
state transportation fund, the commissioner of finance shall sell and issue bonds of the
state in an amount up to \$6,000,000 in the manner, upon the terms, and with the effect
prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota
Constitution, article XI, sections 4 to 7. The proceeds of the bonds, except accrued interest
and any premium received on the sale of the bonds, must be credited to a bond proceeds
account in the state transportation fund.

Sec. 2. EFFECTIVE DATE.

Section 1 is effective the day following final enactment.

(F)

**PORT DEVELOPMENT ASSISTANCE PROGRAM
FUTURE PROJECT NEEDS
February 7, 2006**

IMMEDIATE NEEDS (2005-08) (To Justify \$6 million Request for 2006)

Port of Red Wing

Dredge remainder of Little River	\$ 350,000.00
Dredge up to levee Wall	<u>\$ 75,000.00</u>
Total	\$ 425,000.00

Port of Winona

Install nine mooring cells in new area	\$ 200,000.00
Construct new public dock facility	\$ 350,000.00
Rehab rip-rap around fleeting areas	<u>\$ 300,000.00</u>
Total	\$ 850,000.00

Port of Duluth

Upgrade Sprinkler system-Transit Shed	\$ 750,000.00
Roof section 3&4-Transit Shed	\$ 800,000.00
Cargo Handling Equipment (phase 3)	\$ 400,000.00
Replacement of Dock Timbers (phase 1)	\$ 400,000.00
Storm Water Sewer Renovation	\$ 40,000.00
East Warehouse Roof Replacement	\$ 175,000.00
Roof repairs to Maintenance Bldg 51	\$ 50,000.00
Resurface roadway between 5 &6 tracks	\$ 250,000.00
Sheet Piling Corrosion	\$ 3,000,000.00
Total	\$ 5,865,000.00

Port of St. Paul

Roof Replacement-Bldg #3-Red Rock	\$ 350,000.00
RR Crossing at Barge Terminal #1	<u>\$ 200,000.00</u>
Total	\$ 550,000.00

Total All Immediate Needs **\$ 7,690,000.00**

SHORT TERM NEEDS (2009-13)

Port of Red Wing

Rehabilitate East of Pottery Road	\$ 1,275,000.00
Rehabilitate Landfill West of Pond	\$ 2,870,000.00
Total	\$4,145,000.00

Port of St Paul

Rehabilitate Lot A – Southport	\$ 1,300,000.00
Reclaim off-channel fleeting-Red Rock	\$ 1,000,000.00
Rehabilitate Seawall-Southport	\$ 1,250,000.00
Rehabilitate North Access roadway-Southport	\$ 3,000,000.00
Total	\$ 6,550,000.00

Port of Duluth

Replacement of Dock Timbers (phase 2)	\$ 400,000.00
Garfield Dock C & D	\$ 3,000,000.00
Cargo Handling Equipment (phase 2)	\$ 300,000.00
Transit Shed Ventilation	\$ 200,000.00
Lighting Transit Shed	\$ 250,000.00
Paint Transit Shed	\$ 240,000.00
Replace concrete floor-East Warehouse	\$ 600,000.00
Sewer Reconstruction in Transit Shed	\$ 50,000.00
Docks 3-4 Settling	\$ 50,000.00
Railroad Loop Track	\$ 175,000.00
Construct Security Guard Bldg. & Cameras	\$ 100,000.00
Total	\$ 5,365,000.00

Total all Short Term Needs

\$16,060,000.00

LONG TERM NEEDS (2014-23)

Port of Duluth

Replace Dock Timbers (phase 3)	\$ 400,000.00
Cargo Handling Equipment (phase 3)	\$ 300,000.00
Transit Shed – Truck Scale	\$ 100,000.00
East Warehouse dock levelers	\$ 50,000.00
Cruise Ship Facilities	\$ 3,300,000.00
Intermodal Yard	\$ 5,000,000.00
Total Long term needs	\$ 9,150,000.00

TOTAL ALL FUTURE NEEDS (ALL PORTS)

\$32,900,000.00

PORT DEVELOPMENT ASSISTANCE PROGRAM SUMMARY

Status as of February 7, 2006

Legislative Appropriations:	1996:	\$ 3 Million (Bonds)
	1997:	-0-
	1998:	\$ 3 Million (Bonds)
		\$ 1.5 Million (General Fund)
	1999:	-0-
	2000:	\$ 2 Million (General Fund)
	2001:	\$ 1 Million (General Fund)
	2002:	-0-
	2003:	\$ 2 Million (Bonds)
	2004:	-0-
	2005:	\$ 2 Million (Bonds)
Total Funding to Date:		\$ 14.5 Million to date
Taken back by the State:		\$ 20,829.50
Total Net Funding to Date		\$ 14,479,170.50
State Funds encumbered to date on 26 projects :		\$ 14,469,368.54
STATE FUNDS AVAILABLE:		\$ 9,801.96

Annualized State funds spent to date:	1998 =	\$ 138,098.80
	1999 =	\$ 981,052.65
	2000 =	\$ 1,608,754.92
	2001 =	\$ 2,830,036.87
	2002 =	\$ 3,500,787.48
	2003 =	\$ 945,639.18
	2004 =	\$ 348,245.49
	2005 =	\$ 288,326.46
	2006 =	\$ 12,000.00
	Total =	\$ 10,652,941.85

State funds encumbered, but not spent : \$ 3,816,426.68

(includes: Duluth-Construct Arthur Ave= \$ 913,524.97

Gantry Cranes Rehab= \$ 1,200,000.00

Winona-Dredge barge fleeting harbor= \$ 1,280,000.00

St. Paul-Rehab St. Paul Seawall = \$ 22,901.71

St. Paul- Re-roof Warehouse #3 and

Rehab RR crossing at Barge Term. #1) \$ 400,000.00

Total Projects started = 26

Total Projects completed = 20

Total Cost of 26 Projects completed, and under construction: \$ 22,454,178.00

Total additional future needs beyond 2006 : \$ 32,900,000.00

Total All Port needs including completed projects: \$ 55,354,178.00

PORT DEVELOPMENT ASSISTANCE PROGRAM

Status as of February 7, 2006

Red Wing

Total Projects/ Completed	2/2
Total Project Cost=	\$ 817,238.00
Total State Encumbered Funds=	\$ 604,263.25
Total State Funds Expended=	\$ 604,263.25

Winona

Total Projects/ Completed	3/1
Total Project Costs=	\$ 1,700,000.00
Total State Encumbered Funds=	\$ 1,304,925.00
Total State Funds Expended=	\$ 24,925.00

St. Paul

Total Projects/ Completed	10/8
Total Project Cost=	\$ 5,787,740.00
Total State Encumbered Funds=	\$ 4,422,673.13
Total State Funds Expended=	\$ 3,999,771.42

Duluth

Total Projects/ Completed	11/9
Total Project Cost=	\$14,149,200.00
Total State Encumbered Funds=	\$ 8,137,507.16
Total State Funds Expended=	\$ 6,123,982.19

Total cost of all projects to date=	\$22,454,178.00
Total State Encumbered Funds	\$14,469,368.53
Total State Funds Expended	\$10,652,941.85

Total Projects to date/ Completed	26/20
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PROJECT RECAP BY NUMBER

February 7, 2006

Port & Number	Project Cost	State Allocation	Date completed Or amount spent to date
Duluth			
76600	\$1,595,000.00	\$ 1,235,162.11	2/29/00
77270	255,000.00	167,000.00	7/13/99
78491	668,700.00	491,367.96	10/6/00
78504	380,000.00	94,274.95	2/21/01
79078	130,500.00	104,400.00	1/27/00
79516	605,000.00	448,173.68	1/14/02
81304	3,800,000.00	2,945,128.46	8/6/03
82560	200,000.00	160,000.00	8/26/04
83674	365,000.00	292,000.00	10/20/03
85577	4,650,000.00	1,000,000.00	\$ 86,475.03
88658	1,500,000.00	1,200,000.00	-0-
Total Duluth	14,149,200.00	8,137,507.16	
ST. PAUL			
77069	\$1,206,262.00	\$965,009.60	5/31/01
78505	236,000.00	186,210.95	12/15/99
78575	1,060,478.00	848,382.00	3/20/02
79204	95,000.00	76,000.00	2/8/01
79896	1,490,000.00	1,172,187.76	3/06/03
82733	406,372.50	360,000.00	10/04
83858	350,000.00	134,882.82	10/02/03
85854	350,000.00	280,000.00	10/6/04
87257	43,627.50	34,901.71	-0-
89112	550,000.00	400,000.00	-0-
Total St. Paul	\$5,237,740.00	\$4,022,673.22	

Senators Wergin, Ruud and Lourey introduced—
S.F. No. 2433: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; appropriating money to commissioner of
transportation for state’s matching amount for recreational bridge over highway
169 in Mille Lacs County; authorizing sale of state bonds.

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

Section 1. APPROPRIATION.

\$250,000 is appropriated from the bond proceeds fund to the commissioner
of transportation to provide the state’s match of the cost for the Soo Line Multiuse
Recreational Bridge project over marked Trunk Highway 169 in Mille Lacs County.

Sec. 2. BOND SALE.

To provide the money appropriated in this act from the state bond proceeds fund,
the commissioner of finance, on request of the governor, shall sell and issue bonds of the
state in an amount up to \$250,000 in the manner, upon the terms, and with the effect
prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota
Constitution, article XI, sections 4 to 7.

Sec. 3. EFFECTIVE DATE.

This act is effective the day following final enactment.

**SOO LINE TRAIL BRIDGE FACT SHEET
ONAMIA MN**

6

The Overpass Project will provide a safe crossing for the annually estimated 10,000-20,000 Soo Line Trail users, over TH 169, a major four lane highway. The trail crossing at Onamia is a recognized safety hazard for the vehicles on the highway and for those trail users attempting to cross the highway. The Soo Line Trail is key part of Minnesota's recreational trail system, providing links to state parks, wildlife management areas and the other trails in Minnesota's recreational trails system.

• **WHO**

Mille Lacs County, as the Lead Agency, in partnership with MN/DOT and MN/DNR, with the assistance and support of the Soo Line Trail Association, and the Driftskippers Snowmobile Club, the City of Onamia, the City of Isle, Father Hennepin State Park, and Kathio State Park.

• **WHAT**

Seek to construct a safe crossing of the Soo Line Trail at it intersection of TH 169 in Onamia for all trail users. The trail connects with the Munger Trail to the East and extends to Little Falls to the west. The endorsed project is a 627' steel truss bridge.

• **WHY**

To protect the trail users and traveling public, and to improve the family recreational use of the whole trail.

The project has been endorsed by MN/DNR, MN/DOT, and Congressman Jim Oberstar.

STATE OF MINNESOTA CAPITAL BUDGET REQUEST

• TOTAL ESTIMATED PROJECT COST ALL INCLUSIVE	\$1,552,776
• MN/DNR COMMITTED FUNDING	\$ 250,000
• MN/DOT SECURED FUNDING	\$ 165,000
• TOTAL AVAILABLE AMOUNT OF HPP FUNDING	\$ 878,080
• TOTAL SECURED FUNDING	\$ 1,293,080

Currently, the project is seeking additional funds from the following sources:

- FEDERAL ENHANCEMENT FUNDS
- MN/DNR REGIONAL TRAIL GRANT

SEEKING STATE BONDING OF **\$259,000** FOR SOO LINE TRAIL BRIDGE.

Senator Stumpf introduced—

S.F. No. 2558: Referred to the Committee on Finance.

A bill for an act
relating to capital improvements; authorizing the issuance of state bonds;
appropriating money for local road improvements in Kittson County.

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

Section 1. **KITTSON COUNTY LOCAL ROAD IMPROVEMENTS.**

Subdivision 1. Routes of regional significance. \$650,000 is appropriated from the bond proceeds account in the state transportation fund to the commissioner of transportation as provided in Minnesota Statutes, section 174.50, for a grant to Kittson County to construct, reconstruct, or recondition local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4.

Subd. 2. Rural road safety. \$572,000 is appropriated from the bond proceeds account in the state transportation fund to the commissioner of transportation as provided in Minnesota Statutes, section 174.50, for a grant to Kittson County to assist in paying the costs of capital improvement projects on county state-aid highways that are intended primarily to reduce traffic crashes, deaths, injuries, and property damage, under Minnesota Statutes, section 174.52, subdivision 4a.

Subd. 3. Bond sale. To provide the money appropriated in this act from the state transportation fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$1,222,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7. The proceeds of the bonds, except accrued interest and any premium received on the sale of the bonds, must be credited to a bond proceeds account in the state transportation fund.

2.1 Sec. 2. **EFFECTIVE DATE.**

2.2 This act is effective the day following final enactment.

Senator Stumpf introduced-

S.F. No. 2559: Referred to the Committee on Finance.

A bill for an act

1.2 relating to capital improvements; authorizing spending to acquire and better
1.3 public land and buildings and other public improvements of a capital nature;
1.4 authorizing the issuance of general obligation bonds; appropriating money for a
1.5 grant to Polk County to build a ten-ton road.

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

1.7 Section 1. **APPROPRIATION; POLK COUNTY, TEN-TON ROAD.**

1.8 \$250,000 is appropriated from the bond proceeds fund to the commissioner of
1.9 employment and economic development for a grant to Polk County to build approximately
1.10 one mile of ten-ton road to provide access to a new ethanol plant outside of the city of
1.11 Erskine.

1.12 Sec. 2. **BOND SALE.**

1.13 To provide the money appropriated by section 1 from the bond proceeds fund, the
1.14 commissioner of finance shall sell and issue bonds of the state in an amount up to \$250,000
1.15 in the manner, on the terms, and with the effect prescribed by Minnesota Statutes, sections
1.16 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

1.17 Sec. 3. **EFFECTIVE DATE.**

1.18 Sections 1 and 2 are effective the day following final enactment.

Senator Skoglund introduced—

S.F. No. 2664: Referred to the Committee on Finance.

A bill for an act relating to capital improvements; authorizing the issuance of state bonds; appropriating money for Minneapolis parkway improvements.

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

Section 1. APPROPRIATION.

\$2,000,000 is appropriated from the bond proceeds fund to the city of Minneapolis to purchase, install, and replace lighting fixtures along the Grand Rounds Parkway. The appropriation may also be used to improve the roadway of the Grand Rounds Parkway.

Sec. 2. BOND SALE.

To provide the money appropriated in this act from the bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$2,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

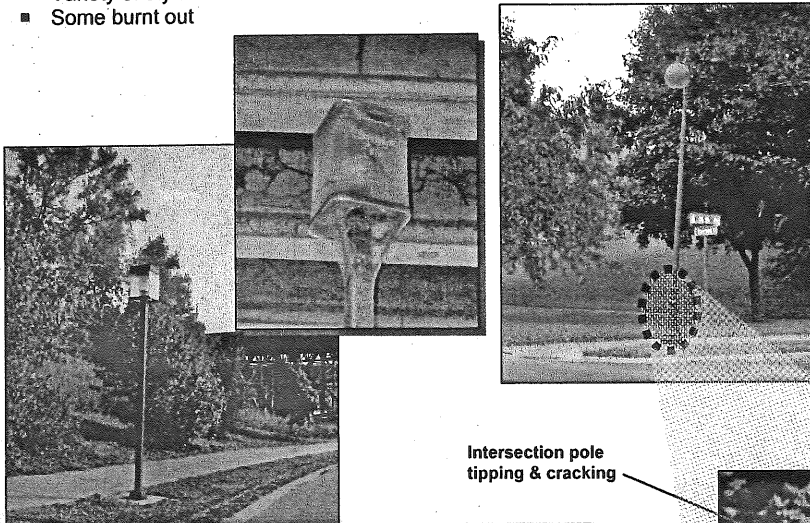
Sec. 3. EFFECTIVE DATE.

Sections 1 and 2 are effective the day following final enactment.

Grand Rounds Scenic Byway Minneapolis Park & Recreation Board

Existing Conditions

- Replacement parts are custom, meaning much higher cost.
- 1970s design spills light toward homes and night sky
- 30 year old wiring is dangerous & wastes energy
- Rust, cracked poles, dirt, vandalism, and tilting
- Variety of styles
- Some burnt out



Intersection pole
tipping & cracking

Increased estimated savings on purchase:

- | | |
|------------------------------------|-------------|
| ■ Existing fixture: | \$2,400 |
| ■ Proposed fixture: | \$1,900 |
| ■ Potential savings (2,300 poles): | \$1,000,000 |

Park Board Lighting Policies

- Aesthetics
- Unique design feature for identity of system
- Safety
- Environmental consideration
- Generally restricted to parkways
- Uniform appearance, visual continuity

Design Objectives

- Quality construction
- Energy efficient
- Light focused toward parkway and intersections
- Unique look to set Grand Rounds apart
- Aesthetically attractive
- Reduce light spillage to residential areas and night sky

About the Grand Rounds

- Established 1883, 122 years young
 - 15,000,000 visitors annually
 - Around 2,300 acres of land
 - 2,193 acres of water (lakes, rivers)
 - Approx. 50 miles of parkway
 - 87 miles of bike & ped trails
 - 382,000 city residents
 - Beaches
- Winter recreation area
 - 87 miles of bike and pedestrian trails
 - Skating rinks
 - Dog parks
 - Overlooks
 - Historic sites, structures & ruins
 - Over 2300 lights installed on parkway system

MAP OF MINNEAPOLIS PARK SYSTEM - 1930.

BOARD OF PARK COMMISSIONERS
MINNEAPOLIS - MINNESOTA

THEODORE WHEEL, CHIEF ENGINEER
ALBERT E. ANDREW ENRIK, - ELECTRICAL DIVISION

LEGEND

Park Lands

Proposed Park Acquisitions

Paved Parkways

Unpaved Parkways

Proposed Parkway Extensions

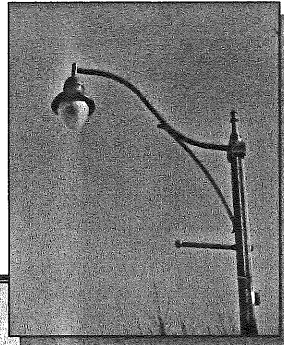
Paved City Street Links

Chosen model – quality, traditional look, & unique identity tie system together!

Kenwood Parkway Tear Drop – Circa 1938

Funding & Technical Assistance Anticipated

- Minnesota State Legislature
- National Park Service
- Metropolitan Council
- City of Minneapolis
- MnDOT
- FHWA

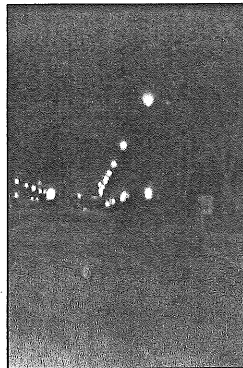


Grand Rounds Lighting Historical Highlights

- 1883 Custody of Minneapolis parks transferred to Board of Park Commissioners, Prof. H.W.S. Cleveland proposes parkways in his general plan for the park system
- 1888 Kenwood Parkway established
- 1890s First lighting installed in Grand Rounds – electric arc type
- 1891 Idea for Grand Rounds in Board report, credit for name given to Dr. William Watts Folwell
- 1890s Gasoline fired lamps installed
- 1897 Electric lamps installed – east side of Lake of the Isles
- 1905 250 gas lights furnished
- 1909 Electric light system extended around Lake Harriet
- 1926 Numerous parks & parkways receive lighting
- 1970s Cube type modern lights installed
- 1998 National Scenic Byway status achieved, first urban scenic byway
- 1899 Lights installed on Kenwood Parkway

Relighting Task Force Planning Process

The planning process took place in 2004 and 2005, involving the City of Minneapolis Department of Public Works as well as MPRB staff from Operations and Planning. Numerous options were identified following an exhaustive study of models, energy usage, lighting patterns, related policies and history of lighting as well as lighting standards.



Contacts

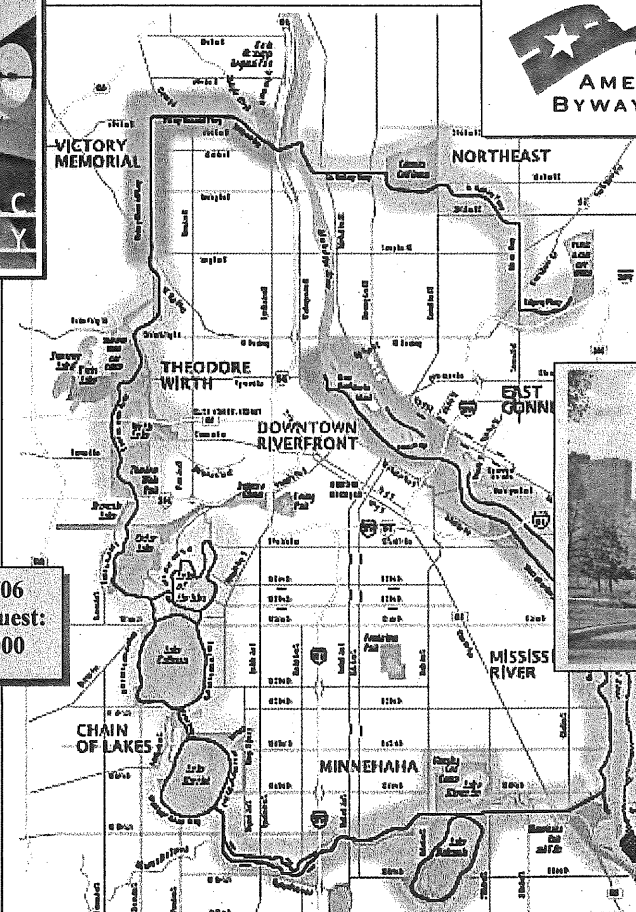
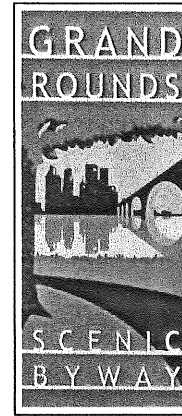
- RT Rybak, Mayor: (612) 673-2100
- Barb Johnson, Council President: (612) 673-2204

REV. 1-12-06

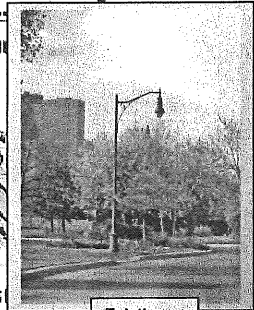
City of Mpls Grand Rounds Lighting Fact sheet 1-12-06.doc

Grand Rounds Scenic Byway Lighting Renovation Fact sheet

City of Minneapolis



State 2006
Bond Request:
\$1,000,000



Existing Boom
Island
Tear Drop
Fixture

Project Summary
This project will include design and construction documents to replace deteriorating lighting one of America's few *urban* Scenic Byways. Construction will include transformers, cable and conduit, concrete footings, site restoration, and new poles and luminaires. The lighting is for parkways and parking lots. Benefits include safety, energy efficiency, lighting efficiency, and aesthetic improvements.