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State of Minnesota

HOUSE OF REPRESENTATIVES

A bill for an act

relating to transportation; sales and use tax; amending allocation requirements

for the metropolitan area transportation sales tax; amending Minnesota Statutes

EIGHTY-EIGHTH SESSION

H. F. No. 3176

03/19/2014 Authored by Yarusso, Fischer, Lillie and Isaacson
The bill was read for the first time and referred to the Committee on Transportation Finance

1.4	2012, section 297A.992, subdivision 6.
1.5	BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
1.6	Section 1. Minnesota Statutes 2012, section 297A.992, subdivision 6, is amended to
1.7	read:
1.8	Subd. 6. Allocation and use of grant awards. (a) The board must allocate grant
1.9	awards only for the following transit purposes:
1.10	(i) capital improvements to transit ways, including, but not limited to, commuter
1.11	rail rolling stock, light rail vehicles, and transit way buses;
1.12	(ii) capital costs for park-and-ride facilities, as defined in section 174.256,
1.13	subdivision 2;
1.14	(iii) feasibility studies, planning, alternatives analyses, environmental studies,
1.15	engineering, property acquisition for transit way purposes, and construction of transit
1.16	ways; and
1.17	(iv) operating assistance for transit ways.
1.18	(b) The joint powers board must annually award grants to each minimum guarantee
1.19	county in an amount no less than the amount of sales tax revenue collected within that
1.20	county.
1.21	(c) The joint powers board must annually award grants in an amount totaling no
1.22	less than 40 percent of sales tax revenue collected for the year for projects in Dakota,

Section 1.

Ramsey, or Washington County.

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(d) No more than 1.25 percent of the total awards may be annually allocated for
planning, studies, design, construction, maintenance, and operation of pedestrian programs
and bicycle programs and pathways.

2.4 <u>EFFECTIVE DATE.</u> This section is effective the day following final enactment 2.5 and applies to grant awards for calendar year 2015 and after.

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Section 1. 2