

1.1 moves to amend H.F. No. 195 as follows:

1.2 Page 1, after line 5, insert:

1.3 "Section 1. Minnesota Statutes 2014, section 398A.04, is amended by adding a
1.4 subdivision to read:

1.5 Subd. 2b. **Legislative authorization.** The powers conferred to a regional rail
1.6 authority under this chapter are subject to the requirements under section 473.399,
1.7 subdivision 6.

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

1.9 Page 1, after line 14, insert:

1.10 "Sec. 3. Minnesota Statutes 2014, section 473.399, is amended by adding a subdivision
1.11 to read:

1.12 Subd. 6. **Light rail transit development; legislative authorization.** (a) The
1.13 commissioner of transportation and any political subdivision, including but not limited to
1.14 the Metropolitan Council, a regional railroad authority, a county, and a statutory or home
1.15 rule charter city, may not complete an alternatives analysis or select a locally preferred
1.16 alternative for a light rail transit project unless (1) a law is enacted that specifically identifies
1.17 and authorizes the project, or (2) state funds are appropriated specifically for the project.

1.18 (b) The powers conferred under sections 473.399 to 473.3999 to a responsible
1.19 authority, as defined in section 473.3993, subdivision 4, are subject to the requirements
1.20 under this subdivision.

1.21 **EFFECTIVE DATE.** This section is effective the day following final enactment,
1.22 and applies for any project not approved by the Federal Transit Administration for
1.23 preliminary engineering or a subsequent project phase as of the effective date of this
1.24 section. That portion of this section that relates to the Metropolitan Council applies in the
1.25 counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

2.1 Sec. 4. Minnesota Statutes 2014, section 473.4051, subdivision 2, is amended to read:

2.2 Subd. 2. **Operating costs.** After operating revenue and federal money have been
 2.3 used to pay for light rail transit operations, ~~50~~ 100 percent of the remaining operating and
 2.4 ongoing maintenance costs must be paid by the state from nonstate sources. For purposes
 2.5 of this subdivision, state sources include but are not limited to general fund appropriations
 2.6 and revenue from the motor vehicle sales tax under chapter 297B.

2.7 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies in the
 2.8 counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

2.9 Sec. 5. **METROPOLITAN COUNCIL; BASE APPROPRIATIONS.**

2.10 Notwithstanding Laws 2013, chapter 117, article 1, section 4, and Laws 2014,
 2.11 chapter 312, article 9, section 9, the base appropriation from the general fund to the
 2.12 metropolitan council for transit system operations under Minnesota Statutes, sections
 2.13 473.371 to 473.449, in each fiscal year is the greater of zero or:

2.14 (1) \$76,626,000; less

2.15 (2) funds available to the council in that fiscal year under Minnesota Statutes, section
 2.16 16A.88, attributable to motor vehicle sales tax revenue under Minnesota Statutes, section
 2.17 297B.09; less funds appropriated to the council in fiscal year 2015 under Minnesota
 2.18 Statutes, section 16A.88, attributable to motor vehicle sales tax revenue.

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

2.20 Amend the title as follows:

2.21 Page 1, line 2, after "transportation;" insert "governing transit finance; establishing
 2.22 certain legislative authorization requirements related to light rail transit; amending certain
 2.23 state appropriations and funding obligations; "

2.24 Renumber the sections in sequence and correct the internal references