



ACTION ALERT!

Minnesota Legislature: House of Representatives-Senate

H.F. 2529: Capital Investment, Bonding Bill:

UTU-SMART-TD Minnesota

Minnesota Active and Retired Members:

Please call, email, our friends in the Minnesota Republican House and Senate and ask them to vote for the House Capital Bonding Bill, H.F. 2529, with all railroad safety and passenger rail service provisions included. Please make your call today and over the next four days until Sunday May 17th. You can call and leave a message and, or, send email. Your call will only take a few minutes. We need hundreds of railroad labor calls in support of H.F. 2529 to each Legislator below asking to vote for the House Capital Bonding bill. At a time our state needs to go back to work, when interest rates will never be lower, and Minnesota has AAA Bond Rating, this \$2.5 Billion jobs bill will stimulate our economy. We want to make sure our railroad safety and state corridor passenger rail expansion is included in the Senate Bill. This about your future and railroad Jobs! Jobs! Jobs! Make your calls today!

- 1) House Minority Leader Kurt Daudt: (R) Cambridge, 651-296-5364**
- 2) House Capital Bonding Minority Lead (R), Grove City, 651-296-4344**
- 3) Senator Paul Gazelka, Majority Leader: (R), Brainard, 651-296-4875**
- 4) Senator David Senjem, Bonding Chair: (R) Rochester, 651-296-3903**
- 5) Senator Jeremy Miller, Senate President: (R) Winona, 651-296-5649**
- 6) Senator Jerry Relph, Senator (R), St. Cloud, 651-296-6455**
- 7) Senator Jason Rarick, Senator (R) Hinckley, 651-296-1508**
- 8) Senator Mike Goggin, Senator (R), Red Wing, 651-296-5612**

www.senate.mn/members/index

ASK EACH REPRESENTATIVE AND SENATOR TO SUPPORT A \$2.5 B. BONDING BILL WITH ALL PASSENGER RAIL SERVICE PROVISIONS INCLUDED. THANKS!

YOUR CALL MATTERS! MAKE YOUR CALLS TODAY! THANK YOU!



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Minnesota Legislature: House of Representatives-Senate

H.F. 2529: Capital Investment, Bonding Bill:

DFL Chair Mary Murphy, Hermantown, Minnesota

Subd. 19. River and Lake Port Development Assistance: \$14,000,000

For grants under Minnesota Statutes, chapter 457A. Any improvements made with the proceeds of these grants must be publicly owned. This helps our rail to river car loadings.

Subd. 20. Railroad Warning Devices: \$5,000,000

To design, construct, and equip replacement of active highway-rail grade warning devices that have reached the end of their useful life. Ongoing safety programs replaces old signals.

Subd. 21. Passenger Rail Service-Final Design: \$15,000,000

(a) For intercity passenger rail implementation on Phase 1 corridors identified in the 2015 update to the state rail plan under Minnesota Statutes, section 174.03, subdivision 1b.

(b) Notwithstanding any law to the contrary, a portion or phase of an intercity passenger rail project may be accomplished with one or more state appropriations, and an intercity passenger rail project need not be completed with any one appropriation. This appropriation is available for program delivery and capital improvements and betterments, including preliminary engineering, design, final engineering, environmental analysis and mitigation, acquisition of land and right-of-way, and construction (c) Projects include the Northern Lights Express service between Minneapolis and St. Paul and Duluth, a second daily Amtrak train between Minneapolis and St. Paul and Chicago, and extension of the Northstar Commuter Rail service to St. Cloud. This is our Railroad Labor Priority for new railroad jobs.

Subd. 22. Northstar Commuter Rail Extension to St. Cloud: \$1,000,000

From the general fund for assessment, analysis, and review of the project to extend Northstar Commuter Rail service to the city of St. Cloud. More rail jobs with new service.

Subds 23. Northern Lights Express; Third Mainline Rail Track, Anoka County: \$24,000,000

To design, engineer, and construct Phase 1 of a third mainline railroad track and related track, bridge, signal, and drainage improvements adjacent to the two existing mainline tracks between BNSF's Northtown Yard and Coon Creek Junction at mile post 21.10. Phase 1 is between the north end of BNSF's Northtown Yard in the vicinity of mile post 14.9 and the Fridley Northstar Commuter Rail station. It hurts, but will create more rail jobs in the long run.

Subd. 24. Northern Lights Express; Grassy Point Bridge: \$8,750,000

To design and rehabilitate the operating, control, and mechanical systems that support the opening and closing of the swing bridge position of the Grassy Point railroad bridge that crosses St. Louis Bay. It hurts, but this will create more railroad jobs in the long run.

Subd. 26. Railroad Grade Separation in Moorhead: \$52,000,000

From the bond proceeds account in the trunk highway fund for environmental analysis, design, engineering, right-of-way acquisition, utility relocation, removal of existing structures, and construction of rail grade crossing separations in the vicinity of marked Trunk Highway 10 and marked Trunk Highway 75 in the city of Moorhead at 11th Street.

Subd. 27. Railroad Grade Separation in Anoka County: \$10,000,000

From the bond proceeds account in the trunk highway fund to complete the preliminary engineering, environmental documentation, final design, and right-of-way acquisition of a highway-rail grade separation on marked Trunk Highway 47, also known as Ferry Street, at the Burlington Northern Santa Fe railroad crossing and associated improvements in the city of Anoka. This is one of the worst grade crossings in the state. We support this.

Subd. 36. Ramsey County; East Metro Rail Corridor: \$ 500,000

This appropriation is from the general fund for a grant to the Ramsey County Regional Railroad Authority for environmental analysis and design of capital improvements associated with grade separation of Union Pacific and BNSF track between Westminster Junction and Division Street/Hoffman Interlocking. This will create more rail jobs in the long run. Ultimately, Eastern Wisconsin wants to run passenger service into Union Depot on the UP. We have recommended they continue on to Northfield where they want commuter service.

Subd. 37. Red Wing; Railroad Grade Separation: \$ 10,588,000

For a grant to the city of Red Wing for environmental analysis, design, engineering, removal of an existing structure, acquisition of right-of-way, and construction of a rail grade crossing separation at Sturgeon Lake Road. Single access to nuclear power plant.

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