

State of Minnesota

H. F. No. 2295

The bill was read for the first time and referred to the Committee on Ways and Means

1.1 A bill for an act

1.2 relating to capital investment; appropriating money for the Northfield Regional

1.3 Transit Hub; authorizing the sale and issuance of state bonds.

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

1.5 Section 1. **NORTHFIELD; REGIONAL TRANSIT HUB.**

1.6 Subdivision 1. **Appropriation.** \$2,500,000 is appropriated from the bond proceeds fund

1.7 to the commissioner of transportation for a grant to the city of Northfield to acquire real

1.8 property; prepare the site, including any environmental remediation; and predesign, design,

1.9 construct, furnish, and equip a regional transit hub. This appropriation does not require a

1.10 nonstate contribution.

1.11 Subd. 2. **Bond sale.** To provide the money appropriated in this section from the bond

1.12 proceeds fund, the commissioner of management and budget shall sell and issue bonds of

1.13 the state in an amount up to \$2,500,000 in the manner, upon the terms, and with the effect

1.14 prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota

1.15 Constitution, article XI, sections 4 to 7.

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

H.F. 2295

Authored by Representative Lippert

\$2,500,000 Request

Pre-design, design, construct, furnish, and equip a regional transit hub.

City Representatives

Mayor Rhonda Pownell

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Project Summary

The regional transit hub will include (public bathrooms and waiting area), access drive and parking lots to service this project. There will be six parking stalls on immediately adjacent to the transit station, with three of those handicapped accessible. There will be nine parking stalls along the access road. Lastly, there would be estimated thirty-six parking stalls in the two proposed parking areas currently owned by the City. The total parking of all of these would be forty-two parking stalls related to the project. We anticipate significant pedestrian and bicycle access as well due to the convenient central location in Northfield.

Project Background

Hiawathaland Transit, serving transit for Southeast Minnesota via Three Rivers Community Action, has been working with the City of Northfield and the Minnesota Department of Transportation to complete a transit hub station since the early 2000s. The transit station has been identified as a key priority in increasing ridership both in Northfield and connecting to neighboring communities including Lonsdale and Faribault. This is a regional transportation hub for major employment in this area. We are in discussions with Minnesota Valley Transit Authority (MVTA) for connections to a potential future commuter park and ride at Highway 19 and Interstate 35 that would connect to the southern metropolitan outer-ring suburbs.

The location is strategically located in the central part of the City of Northfield (a regional center) just off Highway 3. Additionally, the area surrounding the location has been identified as a likely redevelopment area and this project is expected to assist in spurring new economic development.

The transit station would also be utilized by Northfield Lines that has daily routes to the Twin Cities. They have indicated a commitment to using this transfer station.

The transit station is next to the Union Pacific Railroad and identified future Dan Patch Commuter Rail spur. Long term, this station could be used in conjunction with future passenger rail immediately adjacent to this area.

The City has already made major safety improvements by self-funding pedestrian crossing improvements in 2016 at their expense and MnDOT review and approval. The close proximity to major employment and destinations in downtown Northfield make this an ideal site for many reasons.

Additionally, the City of Northfield has completed construction plans and specifications for transit hub and access drive. The parking lots proposed would need design completing. Phased development would be anticipated to begin as early as 2019 dependent upon funding.

Depot-Transit Hub Concept Drawings* — Steve Edwins, AIA



Multi-use complex:

- highly visible, attractive gateway to the city
- depot (left) and transit hub (city project, right) linked by sheltering pavilion
- easy pick up and drop off by car, transit vans, and buses



Depot interior:

- information for visitors
- public amenities: restrooms, snacks and beverages, map of local artists, self-guided tours, recreational businesses/opportunities
- public display of items: local artwork, historical artifacts, and other items

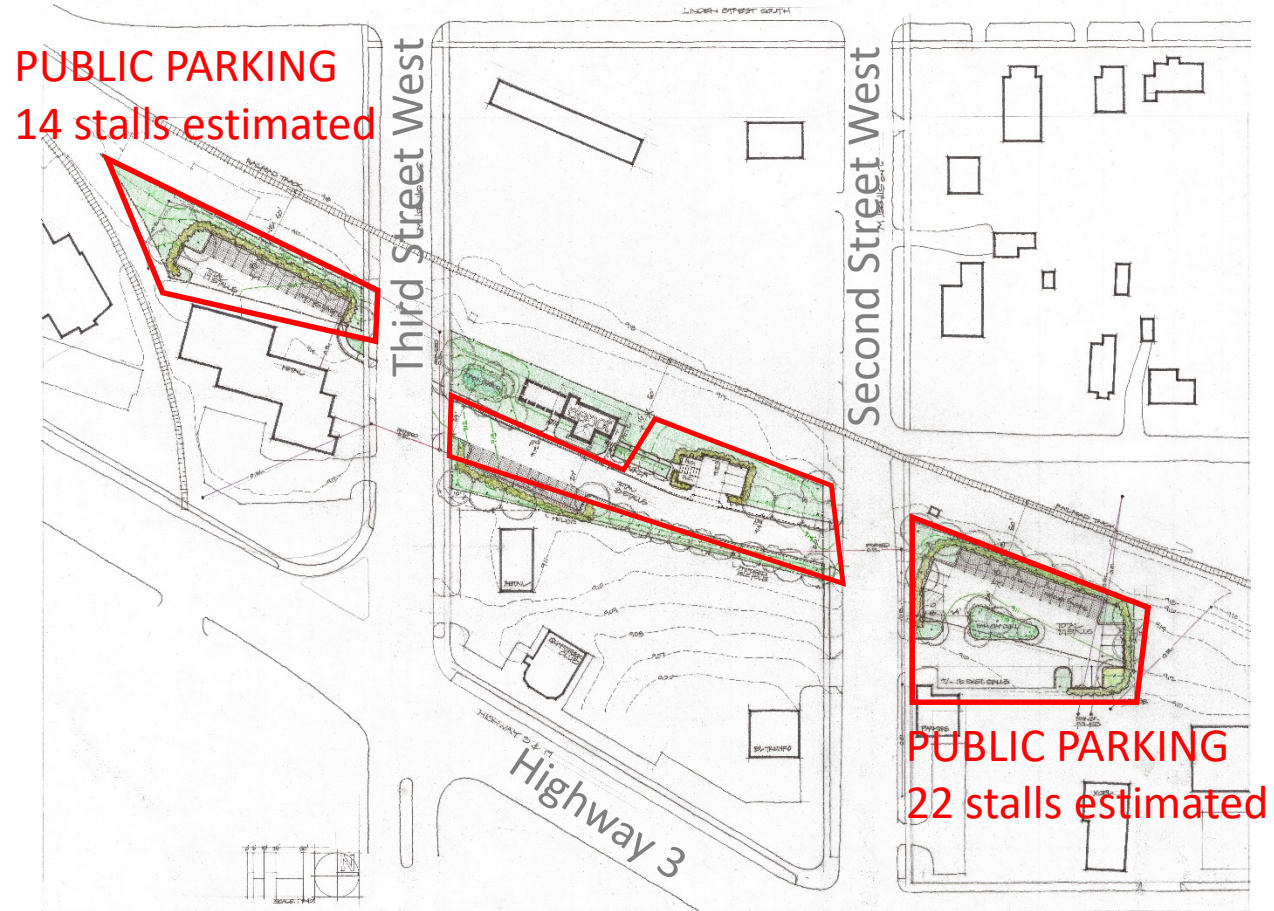


Depot grounds:

- open pavilion for events: weddings, art shows, markets, and musical performances; and space for sculptures, way-finding signs, bike racks, and a bike repair station

* Plan is copied from a 1917 plan that proposed additions to the 1888 depot: a baggage house on the right with a connecting pavilion. The baggage house was built but since destroyed.

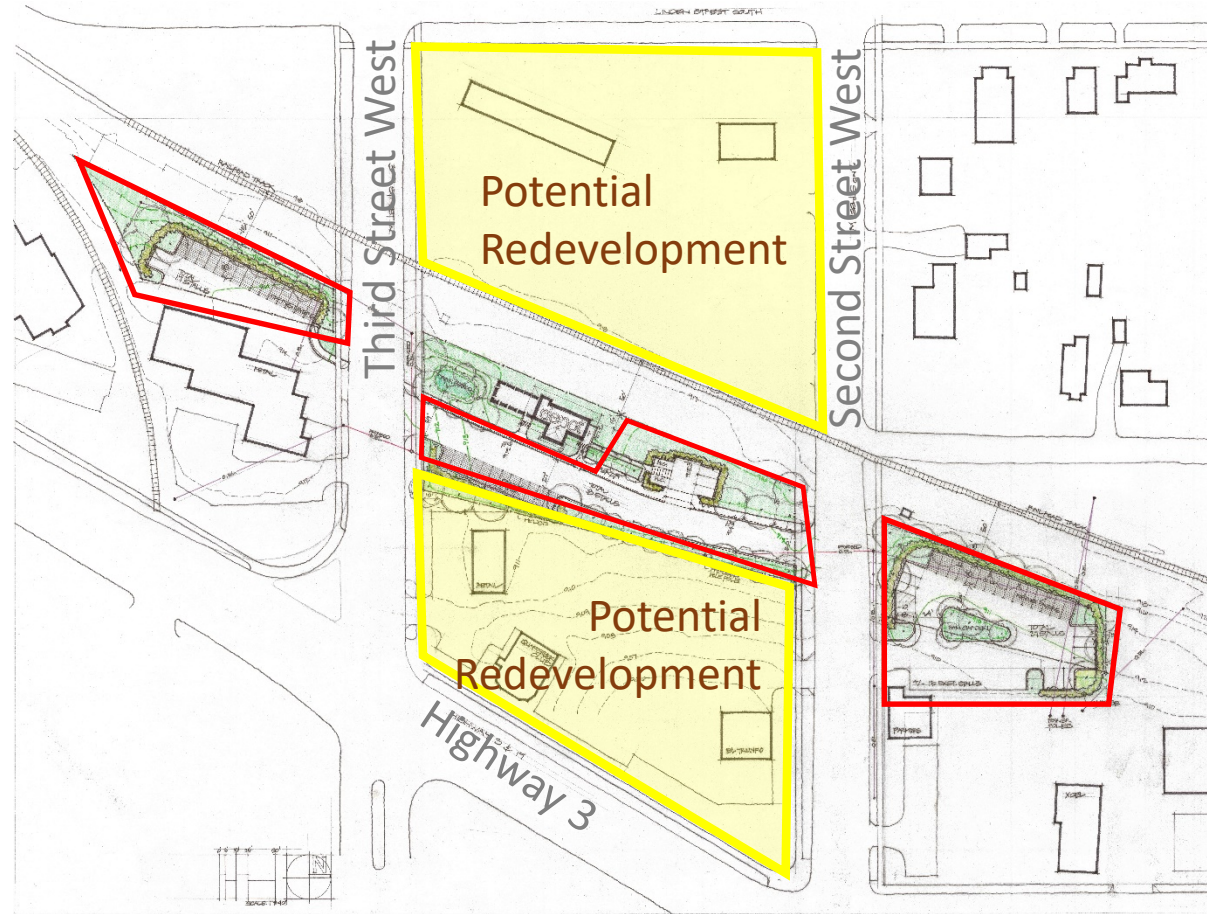
Site Location



Includes

- Access Drive/Parking
- Transit Hub Building
- Parking Lot North (22 stalls)
- Parking Lot South (14 stalls)

Site Location: Possible Future Redevelopment



Legislator Notes or Questions: