

75.20

ARTICLE 2

75.21

GREATER MINNESOTA TRANSIT PROGRAM

75.22 Section 1. Minnesota Statutes 2022, section 174.22, is amended by adding a subdivision
75.23 to read:

75.24 Subd. 1a. **Complementary paratransit service (ADA).** "Complementary paratransit
75.25 service (ADA)" means public transportation service provided on a regular basis where fixed
75.26 route public transit service exists and is designed exclusively or primarily to serve individuals
75.27 who are elderly or disabled and unable to use regular means of public transportation.

76.1 Sec. 2. Minnesota Statutes 2022, section 174.22, subdivision 2b, is amended to read:

76.2 Subd. 2b. **Elderly and disabled service.** "Elderly and disabled service" means
76.3 transportation service provided on a regular basis in small urbanized or large urbanized
76.4 areas and designed exclusively or primarily to serve individuals who are elderly or disabled
76.5 and unable to use regular means of public transportation.

76.6 Sec. 3. Minnesota Statutes 2022, section 174.22, is amended by adding a subdivision to
76.7 read:

76.8 Subd. 3a. **Large urbanized area service.** "Large urbanized area service" means a public
76.9 transportation service operated in areas located outside the metropolitan area with a
76.10 population greater than 200,000 that is designated by the United States Census Bureau.
76.11 Large urbanized area service does not include complementary paratransit service (ADA),
76.12 as defined in subdivision 1a.

76.13 Sec. 4. Minnesota Statutes 2022, section 174.22, subdivision 7, is amended to read:

76.14 Subd. 7. **Public transit or transit transportation.** "Public transit" or "transit" means
76.15 general or specific transportation service provided to the public on a regular and continuing
76.16 basis. "Public transit" or "transit" includes paratransit and regular route transit. "Public
76.17 transportation" means regular, continuing shared-ride surface transportation services that
76.18 are open to the general public or open to a segment of the general public defined by age,
76.19 disability, or low income. Public transportation does not include:

76.20 (1) intercity passenger rail transportation provided by the entity described in United
76.21 States Code, title 49, section 243, or a successor entity;

76.22 (2) intercity bus service;

76.23 (3) charter bus service;

76.24 (4) school bus service;

76.25 (5) sightseeing service;

76.26 (6) courtesy shuttle service for patrons of one or more specific establishments; or

61.12

ARTICLE 3

61.13

GREATER MINNESOTA TRANSIT

61.14 Section 1. Minnesota Statutes 2022, section 174.22, is amended by adding a subdivision
61.15 to read:

61.16 Subd. 1a. **Complementary paratransit service (ADA).** "Complementary paratransit
61.17 service (ADA)" means public transportation service provided on a regular basis where fixed
61.18 route public transit service exists and is designed exclusively or primarily to serve individuals
61.19 who are elderly or disabled and unable to use regular means of public transportation.

61.20 Sec. 2. Minnesota Statutes 2022, section 174.22, subdivision 2b, is amended to read:

61.21 Subd. 2b. **Elderly and disabled service.** "Elderly and disabled service" means
61.22 transportation service provided on a regular basis in small urbanized or large urbanized
61.23 areas and designed exclusively or primarily to serve individuals who are elderly or disabled
61.24 and unable to use regular means of public transportation.

61.25 Sec. 3. Minnesota Statutes 2022, section 174.22, is amended by adding a subdivision to
61.26 read:

61.27 Subd. 3a. **Large urbanized area service.** "Large urbanized area service" means a public
61.28 transportation service operated in areas located outside the metropolitan area with a
61.29 population greater than 200,000 that is designated by the United States Census Bureau.
62.1 Large urbanized area service does not include complementary paratransit service (ADA),
62.2 as defined in subdivision 1a.

62.3 Sec. 4. Minnesota Statutes 2022, section 174.22, subdivision 7, is amended to read:

62.4 Subd. 7. **Public transit or transit transportation.** "Public transit" or "transit" means
62.5 general or specific transportation service provided to the public on a regular and continuing
62.6 basis. "Public transit" or "transit" includes paratransit and regular route transit. "Public
62.7 transportation" means regular, continuing shared-ride surface transportation services that
62.8 are open to the general public or open to a segment of the general public defined by age,
62.9 disability, or low income. Public transportation does not include:

62.10 (1) intercity passenger rail transportation provided by the entity described in United
62.11 States Code, title 49, section 243, or a successor entity;

62.12 (2) intercity bus service;

62.13 (3) charter bus service;

62.14 (4) school bus service;

62.15 (5) sightseeing service;

62.16 (6) courtesy shuttle service for patrons of one or more specific establishments; or

76.27 (7) intraterminal or intrafacility shuttle services.

76.28 Sec. 5. Minnesota Statutes 2022, section 174.22, subdivision 12, is amended to read:

76.29 Subd. 12. **Rural area service.** "Rural area service" means a public transportation service
 76.30 primarily operated in ~~an area having population centers of less than 2,500 persons~~ rural
 77.1 areas that have not been designated in the most recent decennial census as an urbanized
 77.2 area by the United States Census Bureau.

77.3 Sec. 6. Minnesota Statutes 2022, section 174.22, subdivision 14, is amended to read:

77.4 Subd. 14. **Small ~~urban~~ urbanized area service.** "Small ~~urban~~ urbanized area service"
 77.5 means a public transportation service ~~operating in an area with a population between 2,500~~
 77.6 ~~and 50,000~~ operated in areas located outside the metropolitan area with a population of at
 77.7 least 50,000 but less than 200,000 that is designated by the United States Census Bureau.
 77.8 Small urbanized area service does not include complementary paratransit service (ADA),
 77.9 as defined in subdivision 1a.

77.10 Sec. 7. Minnesota Statutes 2022, section 174.23, subdivision 2, is amended to read:

77.11 Subd. 2. **Financial assistance; application, approval.** (a) The commissioner ~~shall~~ must
 77.12 seek out and select eligible recipients of financial assistance under sections 174.21 to 174.27.

77.13 (b) The commissioner ~~shall~~ must establish ~~by rule~~ the procedures and standards for
 77.14 review and approval of applications for financial assistance submitted to the commissioner
 77.15 pursuant to sections 174.21 to 174.27. Any applicant ~~shall~~ must provide to the commissioner
 77.16 any financial or other information required by the commissioner to carry out the
 77.17 commissioner's duties. The commissioner may require local contributions from applicants
 77.18 as a condition for receiving financial assistance.

77.19 ~~(c) Before the commissioner approves any grant, the application for the grant may be~~
 77.20 ~~reviewed by the appropriate regional development commission only for consistency with~~
 77.21 ~~regional transportation plans and development guides. If an applicant proposes a project~~
 77.22 ~~within the jurisdiction of a transit authority or commission or a transit system assisted or~~
 77.23 ~~operated by a city or county, the application shall also be reviewed by that commission,~~
 77.24 ~~authority, or political subdivision for consistency with its transit programs, policies, and~~
 77.25 ~~plans.~~

77.26 Sec. 8. Minnesota Statutes 2022, section 174.24, subdivision 1a, is amended to read:

77.27 Subd. 1a. **Greater Minnesota transit investment plan.** (a) The commissioner ~~shall~~
 77.28 must develop a greater Minnesota transit investment plan that contains a goal of meeting
 77.29 at least 80 percent of total transit service needs in greater Minnesota by July 1, 2015, and
 77.30 meeting at least 90 percent of total transit service needs in greater Minnesota by July 1,
 77.31 2025.

77.32 (b) The plan must include, but is not limited to, the following:

62.17 (7) intraterminal or intrafacility shuttle services.

62.18 Sec. 5. Minnesota Statutes 2022, section 174.22, subdivision 12, is amended to read:

62.19 Subd. 12. **Rural area service.** "Rural area service" means a public transportation service
 62.20 primarily operated in ~~an area having population centers of less than 2,500 persons~~ rural
 62.21 areas that have not been designated in the most recent decennial census as an urbanized
 62.22 area by the United States Census Bureau.

62.23 Sec. 6. Minnesota Statutes 2022, section 174.22, subdivision 14, is amended to read:

62.24 Subd. 14. **Small ~~urban~~ urbanized area service.** "Small ~~urban~~ urbanized area service"
 62.25 means a public transportation service ~~operating in an area with a population between 2,500~~
 62.26 ~~and 50,000~~ operated in areas located outside the metropolitan area with a population of at
 62.27 least 50,000 but less than 200,000 that is designated by the United States Census Bureau.
 62.28 Small urbanized area service does not include complementary paratransit service (ADA),
 62.29 as defined in subdivision 1a.

63.1 Sec. 7. Minnesota Statutes 2022, section 174.23, subdivision 2, is amended to read:

63.2 Subd. 2. **Financial assistance; application, approval.** (a) The commissioner ~~shall~~ must
 63.3 seek out and select eligible recipients of financial assistance under sections 174.21 to 174.27.

63.4 (b) The commissioner ~~shall~~ must establish ~~by rule~~ the procedures and standards for
 63.5 review and approval of applications for financial assistance submitted to the commissioner
 63.6 pursuant to sections 174.21 to 174.27. Any applicant ~~shall~~ must provide to the commissioner
 63.7 any financial or other information required by the commissioner to carry out the
 63.8 commissioner's duties. The commissioner may require local contributions from applicants
 63.9 as a condition for receiving financial assistance.

63.10 ~~(c) Before the commissioner approves any grant, the application for the grant may be~~
 63.11 ~~reviewed by the appropriate regional development commission only for consistency with~~
 63.12 ~~regional transportation plans and development guides. If an applicant proposes a project~~
 63.13 ~~within the jurisdiction of a transit authority or commission or a transit system assisted or~~
 63.14 ~~operated by a city or county, the application shall also be reviewed by that commission,~~
 63.15 ~~authority, or political subdivision for consistency with its transit programs, policies, and~~
 63.16 ~~plans.~~

63.17 Sec. 8. Minnesota Statutes 2022, section 174.24, subdivision 1a, is amended to read:

63.18 Subd. 1a. **Greater Minnesota transit investment plan.** (a) The commissioner ~~shall~~
 63.19 must develop a greater Minnesota transit investment plan that contains a goal of meeting
 63.20 at least 80 percent of total transit service needs in greater Minnesota by July 1, 2015, and
 63.21 meeting at least 90 percent of total transit service needs in greater Minnesota by July 1,
 63.22 2025.

63.23 (b) The plan must include, but is not limited to, the following:

78.1 (1) an analysis of ridership and total transit service needs throughout greater Minnesota;

78.2 (2) a calculation of the level and type of service required to meet total transit service

78.3 needs, for the transit system classifications as provided under subdivision 3b, paragraph

78.4 (c), of large urbanized area, small urban urbanized area, rural area, ~~and~~ elderly and disabled

78.5 service, and complementary paratransit service (ADA);

78.6 (3) an analysis of costs and revenue options;

78.7 (4) a plan to reduce total transit service needs as specified in this subdivision; and

78.8 (5) identification of the operating and capital costs necessary to meet 100 percent of the

78.9 greater Minnesota transit targeted and projected bus service hours, as identified in the greater

78.10 Minnesota transit plan, for 2010, 2015, 2020, 2025, and 2030.

78.11 (c) The plan must specifically address special transportation service ridership and needs.

78.12 The plan must also provide that recipients of operating assistance under this section provide

78.13 fixed route public transit service without charge for disabled veterans in accordance with

78.14 subdivision 7.

78.15 Sec. 9. Minnesota Statutes 2022, section 174.24, subdivision 3b, is amended to read:

78.16 Subd. 3b. **Operating assistance; recipient classifications.** ~~(a) The commissioner shall~~

78.17 ~~determine the total operating cost of any public transit system receiving or applying for~~

78.18 ~~assistance in accordance with generally accepted accounting principles. To be eligible for~~

78.19 ~~financial assistance, an applicant or recipient shall provide to the commissioner all financial~~

78.20 ~~records and other information and shall permit any inspection reasonably necessary to~~

78.21 ~~determine total operating cost and correspondingly the amount of assistance that may be~~

78.22 ~~paid to the applicant or recipient. Where more than one county or municipality contributes~~

78.23 ~~assistance to the operation of a public transit system, the commissioner shall identify one~~

78.24 ~~as lead agency for the purpose of receiving money under this section.~~

78.25 ~~(b) (a)~~ Prior to distributing operating assistance to eligible recipients for any contract

78.26 period, the commissioner ~~shall~~ must place all recipients into one of the following

78.27 classifications: large urbanized area service, small urban urbanized area service, rural area

78.28 service, ~~and~~ elderly and disabled service, and complementary paratransit service (ADA).

78.29 ~~(c) (b)~~ The commissioner ~~shall~~ must distribute ~~funds~~ the operating assistance amount

78.30 under this section so that the percentage of total contracted operating cost from local sources

78.31 paid by any recipient from local sources will not exceed the following percentage for that

78.32 recipient's classification, except as provided in this subdivision. The percentages must be:

79.1 (1) for urbanized area service and small urban area service, 20 percent;

79.2 (2) for rural area service, 15 percent; and

79.3 (3) for elderly and disabled service and complementary paratransit service (ADA), 15

79.4 percent.

63.24 (1) an analysis of ridership and total transit service needs throughout greater Minnesota;

63.25 (2) a calculation of the level and type of service required to meet total transit service

63.26 needs, for the transit system classifications as provided under subdivision 3b, paragraph

63.27 (c), of large urbanized area, small urban urbanized area, rural area, ~~and~~ elderly and disabled

63.28 service, and complementary paratransit service (ADA);

63.29 (3) an analysis of costs and revenue options;

63.30 (4) a plan to reduce total transit service needs as specified in this subdivision; and

64.1 (5) identification of the operating and capital costs necessary to meet 100 percent of the

64.2 greater Minnesota transit targeted and projected bus service hours, as identified in the greater

64.3 Minnesota transit plan, for 2010, 2015, 2020, 2025, and 2030.

64.4 (c) The plan must specifically address special transportation service ridership and needs.

64.5 The plan must also provide that recipients of operating assistance under this section provide

64.6 fixed route public transit service without charge for disabled veterans in accordance with

64.7 subdivision 7.

64.8 Sec. 9. Minnesota Statutes 2022, section 174.24, subdivision 3b, is amended to read:

64.9 Subd. 3b. **Operating assistance; recipient classifications.** ~~(a) The commissioner shall~~

64.10 ~~determine the total operating cost of any public transit system receiving or applying for~~

64.11 ~~assistance in accordance with generally accepted accounting principles. To be eligible for~~

64.12 ~~financial assistance, an applicant or recipient shall provide to the commissioner all financial~~

64.13 ~~records and other information and shall permit any inspection reasonably necessary to~~

64.14 ~~determine total operating cost and correspondingly the amount of assistance that may be~~

64.15 ~~paid to the applicant or recipient. Where more than one county or municipality contributes~~

64.16 ~~assistance to the operation of a public transit system, the commissioner shall identify one~~

64.17 ~~as lead agency for the purpose of receiving money under this section.~~

64.18 ~~(b) (a)~~ Prior to distributing operating assistance to eligible recipients for any contract

64.19 period, the commissioner ~~shall~~ must place all recipients into one of the following

64.20 classifications: large urbanized area service, small urban urbanized area service, rural area

64.21 service, ~~and~~ elderly and disabled service, and complementary paratransit service (ADA).

64.22 ~~(c) (b)~~ The commissioner ~~shall~~ must distribute ~~funds~~ the operating assistance amount

64.23 under this section so that the percentage of total contracted operating cost from local sources

64.24 paid by any recipient from local sources will not exceed the following percentage for that

64.25 recipient's classification, except as provided in this subdivision. The percentages must be:

64.26 (1) for urbanized area service and small urban area service, 20 percent;

64.27 (2) for rural area service, 15 percent; and

64.28 (3) for elderly and disabled service and complementary paratransit service (ADA), 15

64.29 percent.

79.5 Except as provided in a United States Department of Transportation program allowing or
79.6 requiring a lower percentage to be paid from local sources, the remainder of the recipient's
79.7 total contracted operating cost will be paid from state sources of funds less any assistance
79.8 received by the recipient from the United States Department of Transportation.

79.9 ~~(d)~~ (c) For purposes of this subdivision, "local sources" means all local sources of funds
79.10 and includes all operating revenue, tax levies, and contributions from public funds, ~~except~~
79.11 ~~that the commissioner may exclude from the total assistance contract revenues derived from~~
79.12 ~~operations the cost of which is excluded from the computation of total operating cost.~~

79.13 ~~(e)~~ (d) If a recipient informs the commissioner in writing after the establishment of these
79.14 percentages but prior to the distribution of financial assistance for any year that paying its
79.15 designated percentage of ~~total operating cost~~ the operating assistance amount from local
79.16 sources will cause undue hardship, the commissioner may reduce the percentage to be paid
79.17 from local sources by the recipient and increase the percentage to be paid from local sources
79.18 by one or more other recipients inside or outside the classification. However, the
79.19 commissioner may not reduce or increase any recipient's percentage under this paragraph
79.20 for more than two years successively. If for any year the funds appropriated to the
79.21 commissioner to carry out the purposes of this section are insufficient to allow the
79.22 commissioner to pay the state share of ~~total operating cost~~ the operating assistance amount
79.23 as provided in this paragraph, the commissioner ~~shall~~ must reduce the state share in each
79.24 classification to the extent necessary.

79.25 Sec. 10. Minnesota Statutes 2022, section 174.24, subdivision 3c, is amended to read:

79.26 Subd. 3c. **Nonoperating assistance.** The commissioner ~~shall~~ must determine the total
79.27 cost of any planning and engineering design, capital assistance, other capital expenditures,
79.28 and other assistance for public transit services that furthers the purposes of section 174.21
79.29 for any public transit system receiving or applying for the assistance in accordance with
79.30 generally accepted accounting principles. The percentage of local sources paid by any
79.31 recipient must not exceed 20 percent of the awarded amount. To be eligible for
79.32 non-operating-cost financial assistance, an applicant or recipient ~~shall~~ must provide to the
79.33 commissioner all financial records and other information and ~~shall~~ must permit any inspection
80.1 reasonably necessary to determine total cost and the amount of assistance that may be paid
80.2 to the applicant or recipient. When more than one county or municipality contributes
80.3 assistance to the operation of a public transit system, the commissioner ~~shall~~ must identify
80.4 one as a lead agency for the purpose of receiving money under this section. The commissioner
80.5 has the sole discretion to determine the amount of state funds distributed to any recipient
80.6 for non-operating-cost assistance.

80.7 Sec. 11. Minnesota Statutes 2022, section 174.247, is amended to read:

80.8 **174.247 ANNUAL TRANSIT REPORT.**

80.9 (a) By February 15 annually, the commissioner ~~shall~~ must submit a report to the
80.10 legislature on transit services outside the metropolitan area. ~~The Metropolitan Council and~~

64.30 Except as provided in a United States Department of Transportation program allowing or
64.31 requiring a lower percentage to be paid from local sources, the remainder of the recipient's
64.32 total contracted operating cost will be paid from state sources of funds less any assistance
64.33 received by the recipient from the United States Department of Transportation.

65.1 ~~(d)~~ (c) For purposes of this subdivision, "local sources" means all local sources of funds
65.2 and includes all operating revenue, tax levies, and contributions from public funds, ~~except~~
65.3 ~~that the commissioner may exclude from the total assistance contract revenues derived from~~
65.4 ~~operations the cost of which is excluded from the computation of total operating cost.~~

65.5 ~~(e)~~ (d) If a recipient informs the commissioner in writing after the establishment of these
65.6 percentages but prior to the distribution of financial assistance for any year that paying its
65.7 designated percentage of ~~total operating cost~~ the operating assistance amount from local
65.8 sources will cause undue hardship, the commissioner may reduce the percentage to be paid
65.9 from local sources by the recipient and increase the percentage to be paid from local sources
65.10 by one or more other recipients inside or outside the classification. However, the
65.11 commissioner may not reduce or increase any recipient's percentage under this paragraph
65.12 for more than two years successively. If for any year the funds appropriated to the
65.13 commissioner to carry out the purposes of this section are insufficient to allow the
65.14 commissioner to pay the state share of ~~total operating cost~~ the operating assistance amount
65.15 as provided in this paragraph, the commissioner ~~shall~~ must reduce the state share in each
65.16 classification to the extent necessary.

65.17 Sec. 10. Minnesota Statutes 2022, section 174.24, subdivision 3c, is amended to read:

65.18 Subd. 3c. **Nonoperating assistance.** The commissioner ~~shall~~ must determine the total
65.19 cost of any planning and engineering design, capital assistance, other capital expenditures,
65.20 and other assistance for public transit services that furthers the purposes of section 174.21
65.21 for any public transit system receiving or applying for the assistance in accordance with
65.22 generally accepted accounting principles. The percentage of local sources paid by any
65.23 recipient must not exceed 20 percent of the awarded amount. To be eligible for
65.24 non-operating-cost financial assistance, an applicant or recipient ~~shall~~ must provide to the
65.25 commissioner all financial records and other information and ~~shall~~ must permit any inspection
65.26 reasonably necessary to determine total cost and the amount of assistance that may be paid
65.27 to the applicant or recipient. When more than one county or municipality contributes
65.28 assistance to the operation of a public transit system, the commissioner ~~shall~~ must identify
65.29 one as a lead agency for the purpose of receiving money under this section. The commissioner
65.30 has the sole discretion to determine the amount of state funds distributed to any recipient
65.31 for non-operating-cost assistance.

66.1 Sec. 11. Minnesota Statutes 2022, section 174.247, is amended to read:

66.2 **174.247 ANNUAL TRANSIT REPORT.**

66.3 (a) By February 15 annually, the commissioner ~~shall~~ must submit a report to the
66.4 legislature on transit services outside the metropolitan area. ~~The Metropolitan Council and~~

80.11 Any public transit system receiving assistance under section 174.24 ~~shall~~ must provide
80.12 assistance in creating the report, as requested by the commissioner.

80.13 (b) The report must include, at a minimum, the following:

80.14 (1) a descriptive overview of public transit in Minnesota;

80.15 (2) a descriptive summary of funding sources and assistance programs;

80.16 (3) a summary of each public transit system receiving assistance under section 174.24;

80.17 (4) data that identifies use of volunteers in providing transit service;

80.18 (5) financial data that identifies for each public transit system and for each transit system
80.19 classification under section 174.24, subdivision 3b:

80.20 (i) the operating and capital costs;

80.21 (ii) each of the funding sources used to provide financial assistance; and

80.22 (iii) for federal funds, the amount from each specific federal program under which
80.23 funding is provided;

80.24 (6) a summary of the differences in program implementation requirements and aid
80.25 recipient eligibility between federal aid and state sources of funds; and

80.26 (7) ~~in each odd-numbered year~~, an analysis of public transit system needs and operating
80.27 expenditures on an annual basis, which must include a methodology for identifying monetary
80.28 needs, and calculations of:

80.29 (i) the total monetary needs for all public transit systems, for the year of the report and
80.30 the ensuing five years;

81.1 (ii) the total expenditures from local sources for each transit system classification;

81.2 (iii) the comprehensive transit assistance percentage for each transit system classification,
81.3 which equals (A) the expenditures identified under item (ii), for a transit system classification,
81.4 divided by (B) the amounts identified under subitem (A), plus the sum of state sources of
81.5 funds plus federal funds provided to all transit systems in that classification; and

81.6 (iv) the amount of surplus or insufficient funds available for paying capital and operating
81.7 costs to fully implement the greater Minnesota transit investment plan under section 174.24,
81.8 subdivision 1a.

81.9 Sec. 12. **REPEALER.**

81.10 (a) Minnesota Statutes 2022, sections 174.22, subdivisions 5 and 15; and 174.23,
81.11 subdivision 7, are repealed.

81.12 (b) Minnesota Rules, parts 8835.0110, subparts 1, 1a, 6, 7, 10, 11a, 12a, 12b, 13a, 14a,
81.13 15, 15a, 16, 17, 18, and 19; 8835.0210; 8835.0220; 8835.0230; 8835.0240; 8835.0250;

66.5 Any public transit system receiving assistance under section 174.24 ~~shall~~ must provide
66.6 assistance in creating the report, as requested by the commissioner.

66.7 (b) The report must include, at a minimum, the following:

66.8 (1) a descriptive overview of public transit in Minnesota;

66.9 (2) a descriptive summary of funding sources and assistance programs;

66.10 (3) a summary of each public transit system receiving assistance under section 174.24;

66.11 (4) data that identifies use of volunteers in providing transit service;

66.12 (5) financial data that identifies for each public transit system and for each transit system
66.13 classification under section 174.24, subdivision 3b:

66.14 (i) the operating and capital costs;

66.15 (ii) each of the funding sources used to provide financial assistance; and

66.16 (iii) for federal funds, the amount from each specific federal program under which
66.17 funding is provided;

66.18 (6) a summary of the differences in program implementation requirements and aid
66.19 recipient eligibility between federal aid and state sources of funds; and

66.20 (7) ~~in each odd-numbered year~~, an analysis of public transit system needs and operating
66.21 expenditures on an annual basis, which must include a methodology for identifying monetary
66.22 needs, and calculations of:

66.23 (i) the total monetary needs for all public transit systems, for the year of the report and
66.24 the ensuing five years;

66.25 (ii) the total expenditures from local sources for each transit system classification;

66.26 (iii) the comprehensive transit assistance percentage for each transit system classification,
66.27 which equals (A) the expenditures identified under item (ii), for a transit system classification,
66.28 divided by (B) the amounts identified under subitem (A), plus the sum of state sources of
66.29 funds plus federal funds provided to all transit systems in that classification; and

67.1 (iv) the amount of surplus or insufficient funds available for paying capital and operating
67.2 costs to fully implement the greater Minnesota transit investment plan under section 174.24,
67.3 subdivision 1a.

73.1 Sec. 16. **REPEALER.**

73.2 (a) Minnesota Statutes 2022, sections 174.22, subdivisions 5 and 15; and 174.23,
73.3 subdivision 7, are repealed.

73.4 (b) Minnesota Rules, parts 8835.0110, subparts 1, 1a, 6, 7, 10, 11a, 12a, 12b, 13a, 14a,
73.5 15, 15a, 16, 17, 18, and 19; 8835.0210; 8835.0220; 8835.0230; 8835.0240; 8835.0250;

81.14 8835.0260; 8835.0265; 8835.0270; 8835.0275; 8835.0280; 8835.0290; 8835.0310;
81.15 8835.0320; 8835.0330, subparts 1, 3, and 4; and 8835.0350, subparts 1, 3, 4, and 5, are
81.16 repealed.

73.6 8835.0260; 8835.0265; 8835.0270; 8835.0275; 8835.0280; 8835.0290; 8835.0310;
73.7 8835.0320; 8835.0330, subparts 1, 3, and 4; and 8835.0350, subparts 1, 3, 4, and 5, are
73.8 repealed.