MINNESOTA STATUTES 1979 SUPPLEMENT

472.11 MINNESOTA AREA REDEVELOPMENT ACT

CHAPTER 472. MINNESOTA AREA REDEVELOPMENT ACT

Sec. 472.11

Loans to redevelopment agencies.

472.11 Loans to redevelopment agencies.

[For text of subds 1 to 8, see M.S.1978]

Subd. 9. The state agency is empowered to provide technical assistance loans from the development revolving fund for the development and planning of redevelopment projects. The technical assistance loans may be provided through the payment of funds to: (a) other state agencies or departments; (b) the employment of private individuals; (c) the employment of public, private, or nonprofit firms; (d) state, area, district, or local organizations; or (e) other nonprofit institutions. Funds awarded pursuant to clauses (b) and (c) shall be in the form of loans and shall be repaid unless the project is deemed unfeasible by the state agency. The state agency shall require the repayment of some or all technical assistance funds and shall prescribe the terms and conditions of the repayment. The amount of technical assistance loans is limited to an aggregate of ten percent of the funds available in the development revolving fund. The technical assistance loans shall not be included when computing the 20 percent limitation provided in section 472.125. The state agency may loan technical assistance funds in cooperation with the technical assistance grant programs of any agency of the federal government. The state agency may prescribe rules to carry out the purposes of this subdivision.

[1979 c 333 s 103]

CHAPTER 472A. MUNICIPAL DEVELOPMENT DISTRICTS

Sec. 472A.02 Definitions. 472A.06 Issuance of bonds. Sec. 472A.07 Tax increment financing plan. 472A.08 Repealed.

472A.02 Definitions.

[For text of subds 1 and 2, see M.S.1978]

Subd. 3. [Repealed, 1979 c 322 s 25]

[For text of subds 4 to 10, see M.S.1978]

472A.06 Issuance of bonds.

The governing body of the municipality, may authorize, issue and sell general obligation bonds, which shall mature within 30 years from the date of issue, to finance the acquisition and betterment of real and personal property needed to carry out the development program within the development district together with all relocation costs incidental thereto in accordance with sections 475.51, 475.53, 475.54, 475.55, 475.56, 475.60, 475.61, 475.62, 475.63, 475.65, 475.66, 475.69, 475.71. All tax increments received by the municipality pursuant to section 472A.08 shall be pledged for the payment of these bonds and used to reduce or cancel the taxes otherwise required to be extended for that purpose, and the bonds shall not be included when computing the municipality's net debt. Bonds shall not be issued under this section subsequent to August 1, 1979.

[1979 c 322 s 16]

472A.07 Tax increment financing plan.

[For text of subds 1 to 3, see M.S.1978]

Subd. 4. [Repealed, 1979 c 322 s 25]

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METROPOLITAN GOVERNMENT 473.411

Subd. 5. Time of application to development districts. The provisions of this section shall not apply to a development district created subsequent to August 1, 1979.

[1979 c 322 s 17]

472A.08 [Repealed, 1979 c 322 s 25]

CHAPTER 473. METROPOLITAN GOVERNMENT

Sec.		Sec.	
473.408	Fare policy.	473.581	Debt obligations.
473.411	Transportation development program.	473.591	Repealed.
473.419	Mandatory retirement age.	473.592	Tax revenues.
473.436	Commission; borrowing money.	473.595	Commission finances.
473.438	Bonds.	473.596	Access streets and highways, highway user
473.446	Transit tax levies.		tax distribution fund.
473.553	Commission; membership; administration.	473.597	Jurisdiction, validity of Laws 1979, Chapter
473.556	Powers of commission.		203.
473.572	Revised final determination.	473.608	Powers of corporation.

473.408 Fare policy.

[For text of subds 1 and 2, see M.S.1978]

- Subd. 3. **Social fares.** In off-peak hours the commission and other operators shall charge the following reduced fares for transit service:
- (a) not more than 20 cents plus any zone charges for all persons under the age of 18 holding an identification card issued by the commission;
- (b) not more than ten cents for all persons 65 years of age and over holding a medicare card or other identification card authorized or approved by the commission; and
- (c) not more than one-half of the full fare for all handicapped persons, as defined by the commission.

[For text of subds 4 and 5, see M.S.1978]

- Subd. 6. **Monthly passes.** The commission shall offer monthly passes for regular route bus service for sale to the general public. The passes shall be offered at a discount at least as great as the discount provided on passes sold by the commission in January, 1979.
- Subd. 7. Employee plan. The commission shall offer monthly passes for regular route bus service for sale to employers at a special discount subject to the provisions of this subdivision. An employer is eligible to purchase passes at a special discount if the employer agrees to establish a payroll deduction plan as a means for its employees to purchase the passes at a price at or below the amount charged by the commission. The special discount on passes sold pursuant to this subdivision shall be two dollars on a single zone pass and a proportionate amount on other passes. The special discount is in addition to the discount provided on passes sold to the general public.

[Ex1979 c 1 s 48,49]

473.411 Transportation development program.

Subdivision 1. **Development program.** The commission shall prepare and submit in the manner provided in and satisfying the requirements of section 473.161, a transportation development program, providing for the implementation of the policy plan adopted by the council. In preparing the program, the commission shall consult with counties and municipalities in the metropolitan area, the state transportation department and the state planning agency, and for that purpose may create such advisory committees as may be necessary.

Such program shall provide for coordination of routes and operations of all publicly and privately owned transportation facilities within the transit area to the end that combined efficient and rapid transportation may be provided for the use of the public in the entire area. The commission may designate a segment of the system planned as a pi-