



Gov. Dayton

Amount of funding

\$11B over 10 years

Source of funding

6.5% gross receipts fuel tax (\$4.4B/10 yrs)

Increased vehicle registration and license fees (145M/yr)

½ ¢ metro-area sales tax increase for transit projects (\$280M/yr)

MnDOT efficiencies (15% of agency budget — total unspecified)

General fund for Greater MN transit (\$12 million/yr)

Bike/pedestrian upgrades (\$2.5 million/yr)

Trunk Highway bonds (\$2B/10 yrs)

Senate Democrats

\$670M in 2016
\$939M annually starting in 2017

6.5% gross receipts fuel tax (\$462M/yr)

Vehicle registration fee increase(\$113M/yr)

¾ ¢ metro-area sales tax increase for transit projects, local roads and bike/ped infrastructure (\$366M/yr)

Late Payment Penalty (tab fees) (\$2.75M)

Non-title transfer fee (\$6.7M)

Shift in Motor Vehicle Sales Tax (MVST) distribution to Greater MN Transit (\$10M/yr net increase over current law)

Motor vehicle lease tax increase for Metro Area Counties (\$32M/yr)

Trunk Highway bonds \$1B (\$200M TED, \$800M Corridors of Commerce)

\$16M Annually in federal funds to bike/ped in Greater MN

House Republicans

\$700M over ten years (\$7B total with \$3B in ongoing revenue)

One-time general fund (\$228M) for local roads and bridges and Greater MN transit (Counties statewide \$114.474M
Cities with 5,000 population \$35.526M
Small Cities \$50M, Metro Counties \$14M
Greater MN Transit \$14M)

Dedication of sales tax on auto parts, rental vehicles and leased motor vehicles (\$300M/yr) to Road and Bridge Account, Metro Capital Improvement Account, Small Cities Account, Greater MN Bus Services Account and Suburban County Highway Account

MnDOT efficiencies (15% of MnDOT budget)

Shift of expenditures from Trunk Highway Fund (\$73.5M/yr)

Trunk Highway Bonds (\$1.3B over 10 years)

GO Bonds (\$100M/yr)

General fund cut to Metropolitan Transit and Passenger Rail (\$77M/yr)

