**House GOP Transportation Offer 5/11/16 11:00 am**

* **$6B+ for roads and bridges over 10 years**
  + Auto parts sales tax $229.6M in 17 $487.4M 18-19
  + MVLST half to 5 collar counties $13.65 M in ’17 and $26.95 M in ’18-19
    - MVLST half to outstate transit $13.65 M in ’17 and $26.95 M in ’18-19
  + 9.2% rental car tax to Small Cities (5,000 or less) $53.6 M in ’18-19
    - $25 M onetime for ’17 GF surplus
  + 6.5% Sales Tax on rental cars to townships and turn backs $37.8 M in ’18-19
    - $8 M GF to townships in ‘17
  + $25M in ‘19 GF to HUTDF formula, additional $125 a year stating in FY 2020
  + $46M in FY17 one time Corridors of Commerce Trunk highway Cash for Right of Way and Design
  + Additional Fed Funds (Fast Act) $70 M in ’17 and $145 M in ’18-19
  + THF unreserved spend 90% $34.2 M in ’17 and $93 M in ’18-19
  + Passenger rail office $500,000 GF reduction
  + Ending THF funding of MnDOT/DPS admin activities $86 M ’ Starting in FY 19
  + TH Bonding $200 M in ’17 and $400 M in ’18-19 ($1.3B over 8 years)
  + G.O. Bonding for local roads/bridges $250 M in ’17 and $200 M ‘18-19

(GO Bonding $1.050B over 9 years)

* **MnDOT reforms**
  + OLA recommendations for MnDOT project selections
    - Transparent scoring of projects, etc.
  + 15% efficiencies on new spending/revenues
  + Reduced program planning and delivery THF usage
  + Bonding permitted for Corridors of Commerce preliminary planning
  + Improve Corridors of Commerce project selection language
  + Public Private Partnership (P3s) pilot program
  + GF replacement of non-Trunk Highway Fund activities
  + Road capacity expansion requirements
  + Electric vehicle surcharge
* **Met Council Reform**
  + Met Council governance
    - Staggered terms
    - Local elected officials on Council
    - Elected officials on nominating committee
    - Study commission
    - Legislative input on 20 year plan updates
  + Transit finance
    - Legislative approval for major transitways
    - No COPs/bonding with MVST revenue
    - No more state share for LRT capital/operations
    - Fare box recovery 20% in ’17, 5% increase per year for 5 years
  + Miscellaneous
    - Increased rail grade separation
      * Railroads make increased contributions to certain projects
      * Three Governor rail-grade bonding recommendations
      * Increased data sharing with emergency managers
    - Rochester, St. Cloud airports

**Total general fund:**

2017: $300

2018: $271

2019: $383

Total of House GOP road and bridge package: $6.14B over ten years

**10 year Bonding detail:**

**Trunk Highway Bonding:** $1.3 billion:

* $812M for Corridors of Commerce: $125M per year for 6 years and $62.5M for 7th year
* $32.5M in Transportation Economic Development (TED) grants $5M per year for 6 years and 2 .5M for 7th year
* $455M for State Road Construction (SRC: $70M per year for 6 years and $35M for

7th year

**General Obligation Bonding:** $1.050 billion over 10 years (Bonding bill provision)

* $250M for 2017 and $100M per year thereafter