

## Laws 2008, Chapter 152: Preliminary Resource Estimates (FY 2009 - FY 2018)

Estimates Based on the February 29, 2008 Department of Revenue Analysis

(All \$ in thousands)

Transportation Resource Summary by Spending Category											
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2009-18
Trunk Highway Fund, incl. bonds	\$586,196	\$643,751	\$190,814	\$230,061	\$249,643	\$266,996	\$267,959	\$277,687	\$275,980	\$286,087	\$3,275,175
County State Aid Highway Fund	\$49,266	\$91,365	\$111,269	\$130,981	\$148,632	\$158,470	\$165,793	\$171,603	\$177,174	\$182,917	\$1,387,469
Municipal State Aid Street Fund	\$12,941	\$23,999	\$29,227	\$34,405	\$39,042	\$41,626	\$43,549	\$45,075	\$46,539	\$48,047	\$364,450
Other Local Roads and Bridges	\$60,000	\$0	\$4,070	\$6,306	\$7,752	\$7,748	\$7,741	\$7,728	\$7,709	\$7,686	\$116,739
Metropolitan Area Transit	\$73,100	\$112,400	\$116,000	\$119,480	\$123,064	\$126,756	\$130,559	\$134,476	\$138,510	\$142,665	\$1,217,011
Greater MN Transit	\$0	\$0	\$4,070	\$6,306	\$7,752	\$7,748	\$7,741	\$7,728	\$7,709	\$7,686	\$56,739
<b>Total Transportation</b>	<b>\$781,502</b>	<b>\$871,516</b>	<b>\$455,450</b>	<b>\$527,540</b>	<b>\$575,884</b>	<b>\$609,345</b>	<b>\$623,341</b>	<b>\$644,296</b>	<b>\$653,621</b>	<b>\$675,087</b>	<b>\$6,417,583</b>

Transportation Resource Summary by Source											
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2009-18
<b>Gas Tax Increase</b>											
THF	\$71,505	\$89,057	\$88,527	\$89,058	\$89,592	\$90,130	\$90,671	\$91,215	\$91,762	\$92,312	\$883,827
CSAH	\$39,516	\$49,216	\$48,923	\$49,216	\$49,511	\$49,809	\$50,107	\$50,408	\$50,710	\$51,015	\$488,431
MSAS	\$10,380	\$12,928	\$12,851	\$12,928	\$13,005	\$13,083	\$13,162	\$13,241	\$13,320	\$13,400	\$128,298
<b>Total Gas Tax Increase</b>	<b>\$121,400</b>	<b>\$151,200</b>	<b>\$150,300</b>	<b>\$151,202</b>	<b>\$152,109</b>	<b>\$153,022</b>	<b>\$153,940</b>	<b>\$154,863</b>	<b>\$155,793</b>	<b>\$156,727</b>	<b>\$1,500,556</b>
<b>Gas Tax Surcharge</b>											
THF	\$7,421	\$37,402	\$44,234	\$53,435	\$62,715	\$63,091	\$63,469	\$63,850	\$64,233	\$64,619	\$524,468
CSAH	\$4,101	\$20,669	\$24,445	\$29,530	\$34,658	\$34,866	\$35,075	\$35,286	\$35,497	\$35,710	\$289,838
MSAS	\$1,077	\$5,429	\$6,421	\$7,757	\$9,104	\$9,158	\$9,213	\$9,269	\$9,324	\$9,380	\$76,133
<b>Total</b>	<b>\$12,600</b>	<b>\$63,500</b>	<b>\$75,100</b>	<b>\$90,721</b>	<b>\$106,476</b>	<b>\$107,115</b>	<b>\$107,758</b>	<b>\$108,404</b>	<b>\$109,055</b>	<b>\$109,709</b>	<b>\$890,439</b>
<b>Tab Fees</b>											
THF	\$9,986	\$37,632	\$67,228	\$93,126	\$115,210	\$132,054	\$144,341	\$153,884	\$162,987	\$172,395	\$1,088,843
CSAH	\$5,518	\$20,797	\$37,152	\$51,464	\$63,669	\$72,977	\$79,768	\$85,041	\$90,072	\$95,271	\$601,729
MSAS	\$1,450	\$5,463	\$9,759	\$13,518	\$16,724	\$19,169	\$20,953	\$22,338	\$23,659	\$25,025	\$158,058
<b>Total</b>	<b>\$16,953</b>	<b>\$63,892</b>	<b>\$114,139</b>	<b>\$158,109</b>	<b>\$195,603</b>	<b>\$224,201</b>	<b>\$245,062</b>	<b>\$261,263</b>	<b>\$276,718</b>	<b>\$292,690</b>	<b>\$1,848,630</b>
<b>Motor Vehicle Lease Sales Tax</b>											
Metro Roads	\$0	\$0	\$4,070	\$6,306	\$7,752	\$7,748	\$7,741	\$7,728	\$7,709	\$7,686	\$56,739
Greater MN Transit	\$0	\$0	\$4,070	\$6,306	\$7,752	\$7,748	\$7,741	\$7,728	\$7,709	\$7,686	\$56,739
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,140</b>	<b>\$12,613</b>	<b>\$15,503</b>	<b>\$15,497</b>	<b>\$15,481</b>	<b>\$15,455</b>	<b>\$15,419</b>	<b>\$15,371</b>	<b>\$113,479</b>
<b>Rental Car Fee Increase</b>											
THF	\$236	\$1,237	\$1,355	\$1,395	\$1,437	\$1,480	\$1,525	\$1,570	\$1,618	\$1,666	\$13,519
CSAH	\$130	\$684	\$749	\$771	\$794	\$818	\$843	\$868	\$894	\$921	\$7,471
MSAS	\$34	\$180	\$197	\$203	\$209	\$215	\$221	\$228	\$235	\$242	\$1,962
<b>Total</b>	<b>\$400</b>	<b>\$2,100</b>	<b>\$2,300</b>	<b>\$2,369</b>	<b>\$2,440</b>	<b>\$2,513</b>	<b>\$2,589</b>	<b>\$2,666</b>	<b>\$2,746</b>	<b>\$2,829</b>	<b>\$22,952</b>
<b>0.5% Metro Sales Tax Increase</b>											
Metropolitan Area Transit	\$73,100	\$112,400	\$116,000	\$119,480	\$123,064	\$126,756	\$130,559	\$134,476	\$138,510	\$142,665	\$1,217,011
<b>Total</b>	<b>\$73,100</b>	<b>\$112,400</b>	<b>\$116,000</b>	<b>\$119,480</b>	<b>\$123,064</b>	<b>\$126,756</b>	<b>\$130,559</b>	<b>\$134,476</b>	<b>\$138,510</b>	<b>\$142,665</b>	<b>\$1,217,011</b>

<b>Transportation Resource Summary by Source</b>											
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2009-18
<b>Trunk Highway Bonding</b>											
Bonds	\$500,000	\$500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,800,000
Debt Service	(\$2,951)	(\$21,576)	(\$110,529)	(\$106,953)	(\$119,311)	(\$119,759)	(\$132,047)	(\$132,832)	(\$144,620)	(\$144,905)	(\$1,035,483)
<b>Total</b>	<b>\$497,049</b>	<b>\$478,424</b>	<b>(\$10,529)</b>	<b>(\$6,953)</b>	<b>(\$19,311)</b>	<b>(\$19,759)</b>	<b>(\$32,047)</b>	<b>(\$32,832)</b>	<b>(\$44,620)</b>	<b>(\$44,905)</b>	<b>\$764,517</b>
<b>Local Road and Bridge Bonds</b>											
<b>Total</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>
<b>TOTAL RESOURCES</b>	<b>\$781,502</b>	<b>\$871,516</b>	<b>\$455,450</b>	<b>\$527,540</b>	<b>\$575,884</b>	<b>\$609,345</b>	<b>\$623,341</b>	<b>\$644,296</b>	<b>\$653,621</b>	<b>\$675,087</b>	<b>\$6,417,583</b>

<b>OTHER RESOURCE IMPACTS - INCLUDES ALL GENERAL FUND APPROPRIATIONS</b>											
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2009-18
<b>General Fund Impact</b>											
Greater MN Transit	(\$1,700)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,700)
Rail - Northstar Corridor	(\$250)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$250)
Ports	(\$500)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$500)
Value Capture Study	(\$325)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$325)
Motor Vehicle Lease Sales Tax	\$0	\$0	(\$8,140)	(\$12,613)	(\$15,503)	(\$15,497)	(\$15,481)	(\$15,455)	(\$15,419)	(\$15,371)	(\$113,479)
DUI Reinstatement	\$0	(\$4,525)	(\$4,525)	(\$905)	(\$905)	(\$905)	(\$905)	(\$905)	(\$905)	(\$905)	(\$15,385)
Gas Tax Credit	\$0	(\$29,800)	(\$30,700)	(\$31,621)	(\$32,570)	(\$33,547)	(\$34,553)	(\$35,590)	(\$36,657)	(\$37,757)	(\$302,795)
Income Tax Offset	(\$400)	(\$1,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$2,400)	(\$21,000)
<b>Total</b>	<b>(\$3,175)</b>	<b>(\$35,725)</b>	<b>(\$45,765)</b>	<b>(\$47,539)</b>	<b>(\$51,378)</b>	<b>(\$52,349)</b>	<b>(\$53,339)</b>	<b>(\$54,350)</b>	<b>(\$55,381)</b>	<b>(\$56,433)</b>	<b>(\$455,434)</b>
<b>Greater MN Transportation - Greatest Potential Increase</b>											
80-County .5% Sales Tax	\$85,406	\$131,581	\$136,083	\$140,166	\$144,371	\$148,702	\$153,163	\$157,758	\$162,490	\$167,365	\$1,427,085
\$20 Excise Tax	\$4,491	\$6,770	\$6,837	\$7,042	\$7,253	\$7,471	\$7,695	\$7,926	\$8,164	\$8,409	\$72,057
<b>Total</b>	<b>\$89,897</b>	<b>\$138,351</b>	<b>\$142,920</b>	<b>\$147,208</b>	<b>\$151,624</b>	<b>\$156,173</b>	<b>\$160,858</b>	<b>\$165,684</b>	<b>\$170,654</b>	<b>\$175,774</b>	<b>\$1,499,142</b>

**Assumptions**

**All estimates:** Estimates for FY 2009 - 2011 are based on Dept. of Revenue estimates. Estimates for FY 2012 to FY 2018 are based on various rates of growth.

**Gas Tax:** FY 2012-18 estimates are based on a .6% growth rate.

**Tab Fees:** Estimates are based on the Dept. of Transportation model for the 2008 legislative session.

**Motor Vehicle Lease Sales Tax:** FY 2012-18 estimates are based on a 2% growth rate.

**Rental Car Fee Increase:** FY 2012-18 estimates are based on a 3% growth rate.

**Metro Sales Tax Increases:** FY 2009 estimate includes 8 months of revenue collection. FY 2009-11 estimates are based on current Dept. of Revenue projections if all 7 counties impose the tax. FY 2012-18 estimates are based on a 3.0% growth rate.

**Greater MN Sales Tax Increase:** Estimates are calculated based on Dept. of Revenue projections for the metro sales tax increase with 39.14% of total sales tax revenue for greater MN and 40.13% of total excise tax projections.

**Gas Tax Credit:** FY 2012 to FY 2018 estimates are based on a 3% growth rate.