



## 2019 Legislative Session: Mid-Session Update on CGMC Priorities

	CGMC Goal	Governor	House	Senate
<b>Local Government Aid (LGA)</b>	\$30.5M increase in base funding	\$30.5M increase in base funding	\$30.5M increase in base funding in tax bill	No tax bill yet. Senate position TBD.
<b>Public Facilities Authority (PFA) water infrastructure grant &amp; loan programs</b>	<ul style="list-style-type: none"> <li>\$59M in general obligation (GO) bonds to unlock PFA funding approved in 2018 bonding bill currently tied up in lawsuit</li> <li>\$67M in additional bonding</li> </ul>	<ul style="list-style-type: none"> <li>Signed HF 80 to approve \$59M in GO bonds to unlock PFA funding approved in 2018</li> <li>Supports additional \$67M in bonding</li> </ul>	<ul style="list-style-type: none"> <li>Passed HF 80 to approve \$59M in GO bonds to unlock PFA funding approved in 2018</li> <li>Supports additional \$67M in bonding</li> </ul>	<ul style="list-style-type: none"> <li>Passed HF 80 to approve \$59M in GO bonds to unlock PFA funding approved in 2018</li> <li>No 2019 bonding bill yet. Senate position TBD.</li> </ul>
<b>Greater Minnesota Business Development Public Infrastructure (BDPI) Grant Program</b>	\$20M in bonding	\$3M in bonding	\$3M in bonding	No bonding bill yet. Senate position TBD.
<b>Child Care Capital Grant Program (new program)</b>	\$10M	\$0	\$10M in bonding	<ul style="list-style-type: none"> <li>\$0 in cash appropriation</li> <li>No bonding bill yet. Senate position TBD.</li> </ul>
<b>Child Care Grants</b> <ul style="list-style-type: none"> <li>Grants to the Minnesota Initiative Foundations (MIFs) for child care business development</li> <li>DEED child care grants for training and business development</li> </ul>	<ul style="list-style-type: none"> <li>MIFs grants: \$3M</li> <li>DEED grants: Supports program, but no specific amount requested</li> </ul>	<ul style="list-style-type: none"> <li>MIFs grants: \$0</li> <li>DEED grants: \$1M</li> </ul>	<ul style="list-style-type: none"> <li>MIFs grants: \$0</li> <li>DEED grants: \$2.865M</li> </ul>	<ul style="list-style-type: none"> <li>MIFs grants: \$2M</li> <li>DEED grants: \$649,000</li> </ul>



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<b>Comprehensive Transportation Funding Package</b>	Increased funding for transportation infrastructure through existing dedicated sources (such as gas tax, sales tax on vehicles, electric vehicle tax, etc.)	<ul style="list-style-type: none"> <li>Plan increases transportation funding by \$18B over 20 years</li> <li>Increases gas tax by 20 cents (10 cents a year over two years), tab fees, transportation-related sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>Plan raises \$1.1B/year for transportation once phased in</li> <li>Increases gas tax by 20 cents (5 cents a year over four years), tab fees, transportation-related sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>No significant new investments</li> <li>Increases electric vehicle registration fees and fee on plug-in hybrids (raises \$300,000/year)</li> </ul>
<b>Large-City Streets</b> (Cities with populations over 5,000 receive a share of constitutionally dedicated state funding for transportation)	\$25M/year through a new surcharge on tab fees	More than \$60M/year through the gas tax increase by 2021	More than \$60M/year through the gas tax increase by 2023	No increase
<b>Small-City Streets</b> (Cities with populations under 5,000 receive no dedicated funding from the state)	\$25M/year through a new surcharge on tab fees	\$0	\$10M+/year through dedicated share of the motor vehicle lease sales tax	\$250,000 in 2020; \$500,000 in 2021 from general fund
<b>Corridors of Commerce</b>	\$200M/year (in cash and bonding)	No new funding; continues the \$25M/year funding passed in 2017 transportation bill	\$300M in new bonding funds; continues the \$25M/year funding passed in 2017 transportation bill	No new funding; eliminates the \$25M/year funding passed in 2017 transportation bill