

**Revised RARF Planning Revenue Forecast/1**  
**Revenue Distribution**  
**(Current Dollars in Millions)**

Fiscal Year	Regional Area Road Fund (RARF) /2		Public Transportation Fund (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5 %)		
2009	\$194.3	\$36.3	\$115.1	\$345.7
2010	\$197.2	\$36.8	\$116.8	\$350.9
2011	\$207.0	\$38.7	\$122.7	\$368.4
2012	\$222.6	\$41.6	\$131.9	\$396.0
2013	\$240.4	\$44.9	\$142.4	\$427.7
2014	\$259.2	\$48.4	\$153.6	\$461.2
2015	\$278.6	\$52.0	\$165.1	\$495.7
2016	\$298.2	\$55.7	\$176.7	\$530.5
2017	\$319.0	\$59.6	\$189.0	\$567.6
2018	\$340.1	\$63.5	\$201.5	\$605.2
2019	\$361.2	\$67.5	\$214.0	\$642.8
2020	\$385.3	\$72.0	\$228.3	\$685.5
2021	\$410.1	\$76.6	\$243.0	\$729.7
2022	\$436.7	\$81.6	\$258.8	\$777.1
2023	\$465.6	\$87.0	\$275.9	\$828.5
2024	\$496.5	\$92.8	\$294.2	\$883.4
2025	\$529.1	\$98.8	\$313.5	\$941.4
2026 /3	\$327.4	\$61.2	\$194.0	\$582.6
<b>TOTALS</b>	<b>\$5,968.4</b>	<b>\$1,115.1</b>	<b>\$3,536.4</b>	<b>\$10,620.0</b>

Note: 1/ Revised RARF planning revenue forecast as of February 2009 for planning purposes.

2/ The Regional Public Transportation Authority received a portion of the excise tax funds for transit cost which is adjusted annually by the GDP price deflator. Beginning July 1, 2005, this transfer from RARF is divided equally between MAG and the Public Transportation Fund for planning and administering the regional transportation plan.

3/ Reflects the end of the one-half cent transportation excise tax extension on December 31, 2025.

Totals may not add due to rounding.

**Distribution**

Per Laws 2004, Chapter 2 (HB 2456), the sales tax extension will be distributed as follows:

1. 56.2 percent to the Regional Area Road (RARF) fund for freeways and other routes in the state highway systems, including capital expense and maintenance.
2. 10.5 percent to the RARF fund for major arterial streets and intersection improvements, including capital expense and implementation studies.
3. 33.3 percent to the Public Transportation Fund for:
  - (a). Capital costs, maintenance and operation of public transportation classifications.
  - (b). Capital costs and utility relocations costs associated with a light rail public transit system.