

# Proposed Revenue Changes in HF 1684 DE 2 Amendment

All figures in thousands 000's

## Highway User Tax Distribution Fund (HUTD) Proposed Change

### 1 Motor Fuels Tax Index to the FWHA Highway Construction Cost Index

	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
3 Change from Current in Cents Cumulative	1.2	2.4		3.7	5	
4 Year over year change	1.2	1.2		1.3	1.3	
5 Estimated Revenue Increase	25,000	75,700	100,700	116,600	157,200	273,800
6 Qualifying Service Station Credit	(100)	(310)	(410)	(500)	(710)	(1,210)
7 DNR Transfers 2.48% of gross	(620)	(1,877)	(2,497)	(2,892)	(3,899)	(6,791)
8						
9 <b>Total HUTD Transfer</b>	<b>24,280</b>	<b>73,513</b>	<b>97,793</b>	<b>113,208</b>	<b>152,591</b>	<b>265,799</b>

10 Estimate based on MnDOT Calculator & February 2021 forecast, DOR revenue note

### 11 Registration Tax Changes

	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
13 Depreciation Schedule Change	30,200	38,700	68,900	39,200	41,500	80,700
14 High Value Vehicle Rate Change	870	2,300	3,170	3,300	4,300	7,600
15						
16 <b>Total Registration Tax Changes - HUTD</b>	<b>31,070</b>	<b>41,000</b>	<b>72,070</b>	<b>42,500</b>	<b>45,800</b>	<b>88,300</b>

### 18 Motor Vehicle Sales Tax (MVST) Changes (HUTD Only)

	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
20 Motor Vehicle Sales Tax Changes	13,841	33,686	47,527	35,344	37,386	72,730
21						
22 <b>Total MVST Changes - HUTD</b>	<b>13,841</b>	<b>33,686</b>	<b>47,527</b>	<b>35,344</b>	<b>37,386</b>	<b>72,730</b>

24 <b>Total Fuel, Reg, &amp; MVST (HUTD) Increase</b>	<b>69,191</b>	<b>148,199</b>	<b>217,390</b>	<b>191,052</b>	<b>235,777</b>	<b>426,829</b>
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### 26 Auto Parts Attributed State General Sales Tax Changes

	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
28 Current Law Auto Parts to HUTD	145,644	145,644	291,288	145,644	145,644	291,288
29 <b>Proposed Change in Distribution</b>						
30 Small Cities 6.5%, 13.5%	9,467	19,662	29,129	19,662	19,662	39,324
31 Township Roads 2%, 5.5%, 7.5%	2,913	8,010	10,923	10,923	10,923	21,846
32 Greater Minnesota Transit 0.5%, 5%	728	728	1,456	7,282	7,282	14,564
33						
34 HUTD Decrease from Auto Parts changes	(13,108)	(28,400)	(41,508)	(37,867)	(37,867)	(75,734)
35 Remaining HUTD from Auto Parts changes	132,536	117,244	249,780	107,777	107,777	215,554

	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25		
37								
38 <b>NET HUTD Change</b>	<b>56,083</b>	<b>119,799</b>	<b>175,882</b>	<b>153,185</b>	<b>197,910</b>	<b>351,095</b>		
39 Trunk Highway Fund	33,033	70,562	103,594	90,226	116,569	206,795	62%	95%
40 County State Aid Highway	15,451	33,005	48,455	42,202	54,524	96,727	29%	
41 Municipal State Aid Streets	4,795	10,243	15,038	13,097	16,921	30,019	9%	
42								
43 Flexible Highway / Turnbacks	1,500	3,205	4,705	4,098	5,294	9,392	53.5%	5%
44 Township Roads	855	1,827	2,682	2,336	3,018	5,354	30.5%	
45 Township Bridges	449	958	1,407	1,225	1,583	2,809	16%	

## Transit Proposed Tax Changes

### 46 Motor Vehicle Sales Tax (MVST) Change

47	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25	
48 Additional Tax Increment	22,156	54,773	76,929	57,537	60,940	118,477	0.375%
49 High Value Vehicle MVST - Require DOR Estimate	913	1,370	2,283	1,370	1,370	2,740	
50 Total MVST Change	23,069	56,143	79,212	58,907	62,310	121,217	
51 <b>MVST Change Transit</b>	<b>9,228</b>	<b>22,457</b>	<b>31,685</b>	<b>23,563</b>	<b>24,924</b>	<b>48,487</b>	<b>40%</b>
52 Greater MN Transit	923	2,246	3,169	2,356	2,492	4,848	4%
53 Metro Area Transit	8,305	20,211	28,516	21,207	22,432	43,639	36%

### 55 Metropolitan Transit Taxing District 0.5% Sales and Use Tax

56	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
57 <b>Transit District Sales and Use Tax</b>	<b>109,800</b>	<b>266,200</b>	<b>376,000</b>	<b>268,900</b>	<b>271,700</b>	<b>540,600</b>

## Revenue Change Comparison with Current Law Resources

Roads						
61 Highway User Tax Distribution Fund	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
62 HUTD Current Law Resources	2,563,396	2,629,399	5,192,795	2,699,436	2,777,691	5,477,127
63 HUTD Proposed Increase (net)	56,083	119,799	175,882	153,185	197,910	351,095
64 % Change from current law	2%	5%	3%	6%	7%	6%
<b>Township Roads and Bridges</b>						
66 Township Road & Bridge current law resources	60,881	62,448	123,329	64,112	65,970	130,082
67 Township Road & Bridge proposed increase*	4,217	10,795	15,012	14,484	15,524	30,008
68 % Change from Current Law	7%	17%	12%	23%	24%	23%
69 * Includes both Township road and bridge increases from HUTD & Auto Part allocation						
<b>Small Cities</b>						
71 Small Cities current law resources	-	-	-	-	-	-
72 Small Cities increase	9,467	19,662	29,129	19,662	19,662	39,324
74 <b>Total Net New Resources Roads</b>	<b>68,463</b>	<b>147,471</b>	<b>215,934</b>	<b>183,770</b>	<b>228,495</b>	<b>412,265</b>
Transit						
76 Greater Minnesota Transit	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
77 Greater MN Transit Current Law Resources	92,669	93,891	186,560	96,073	99,877	195,950
78 Greater MN Transit Proposed Increase	1,651	2,974	15,293	9,638	9,774	24,760
79 % Change from Current Law	2%	3%	8%	10%	10%	13%
<b>Twin Cities Metropolitan Area Transit</b>						
81 TC Metropolitan Area Transit Current Law Resources	420,882	430,414	851,296	447,658	468,898	916,556
82 TC Metropolitan Area Transit Proposed Increase	118,105	286,411	404,516	290,107	294,132	584,239
83 % Change from Current Law	28%	67%	48%	65%	63%	64%
85 <b>Total New Transit Resources</b>	<b>119,756</b>	<b>289,385</b>	<b>409,141</b>	<b>299,745</b>	<b>303,906</b>	<b>603,651</b>
87 <b>Total Revenue Increase all uses</b>	<b>188,839</b>	<b>438,733</b>	<b>627,572</b>	<b>486,407</b>	<b>536,300</b>	<b>1,022,707</b>

89 \*Note: Current Law does not include Capital Grants or non state funds (Federal, fares, local ext.), bonds, or fund balance spending

90 Roads and transit current law does not include local option sales taxes

91 (1) Includes Motor Vehicle Lease Sales Tax proceeds for local bridges, HUTD, & some metropolitan counties

92 Source: DOR, February 2021 Transportation Funds Forecast, High Value Vehicle MVST is a placeholder estimate before a DOR note.

93 Total Revenue Increase does not include railroad assessments or DVS changes