

# Financial Snapshot



October 2012





# Financial Snapshot

## **About the Financial Snapshot**

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. This document provides information for fiscal year 2012.

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-2575.

## **MoDOT's Mission**

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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

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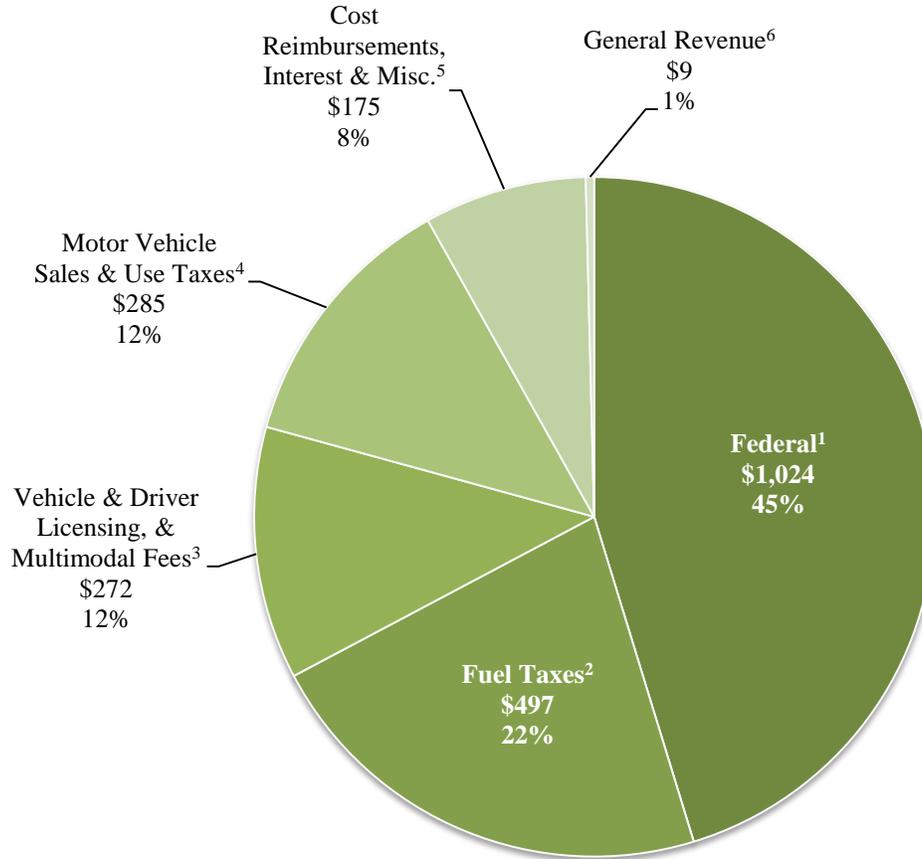
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# Transportation Funding

Breakdown of \$2.3 Billion Fiscal Year 2012 Revenues  
(Dollars in millions)



**Notes:**

<sup>1</sup> Federal includes revenue received from reimbursements for highway construction, the American Recovery and Reinvestment Act (ARRA) and multimodal projects as well as highway safety grants. The total for this category also includes federal funds that flow through MoDOT to local governments.

<sup>2</sup> Fuel taxes represent the state share of revenue received from Missouri's 17-cent per gallon fuel tax on gasoline, gasohol and diesel fuels and 9-cent per gallon tax on aviation fuel.

<sup>3</sup> Vehicle and driver licensing, and multimodal fees include the state share of revenue received from licensing motor vehicles and drivers and fees for railroad regulation.

<sup>4</sup> Sales and use taxes represent the state share of revenue received from Missouri's 4.225 percent tax rate on motor vehicle purchases and leases. A small portion, \$5.6 million, of this category is for sales tax on aviation jet fuel.

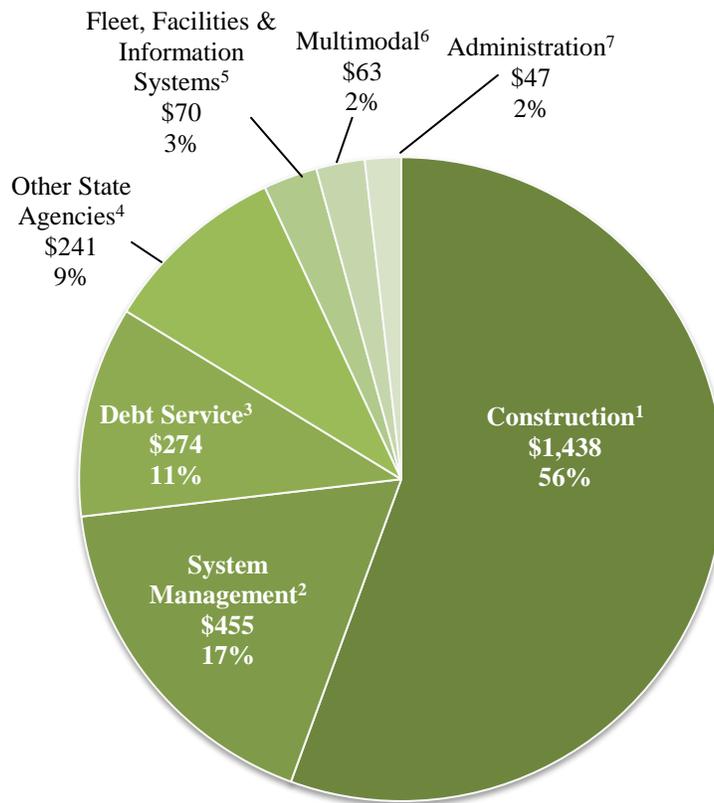
<sup>5</sup> Cost reimbursements, interest and miscellaneous revenue include interest earned on invested funds, sale of surplus property and excess right of way, and construction cost reimbursements from local and other state governments.

<sup>6</sup> General Revenue was appropriated by the Missouri General Assembly for multimodal programs.

Source: MoDOT.

# Transportation Funding

Breakdown of \$2.6 Billion Fiscal Year 2012 Expenditures  
(Dollars in millions)



Notes:

<sup>1</sup> Construction includes contractor payments to construct and design roads and bridges, as well as personal services, fringe benefits and expense and equipment for MoDOT employees engaged in construction activities.

<sup>2</sup> System Management includes the cost of personal services, fringe benefits, expense and equipment, and programs required to maintain highways and bridges, Motor Carrier Services and Highway Safety.

<sup>3</sup> Debt service includes the principal and interest payments for bonds issued by the Missouri Highways and Transportation Commission (MHTC).

<sup>4</sup> Other state agencies includes appropriated expenditures of the Missouri State Highway Patrol and the Missouri Department of Revenue.

<sup>5</sup> Fleet, Facilities, & Information Systems includes the cost of personal services, fringe benefits and expense and equipment required to maintain MoDOT's fleet, buildings, and information technology systems.

<sup>6</sup> Multimodal includes personal services, fringe benefits, expense and equipment, and programs required to support alternative transportation modes, such as air, waterways, transit, rail and freight.

<sup>7</sup> Administration includes the cost of personal services, fringe benefits, and expense and equipment for business units supporting the operations of MoDOT.

Source: MoDOT.

# Transportation Funding

## Revenue for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Included below are the funds available for roads and bridges, which stand appropriated without legislative action, and minimal amounts for other transportation modes or programs which are influenced by the Commission but appropriated by the General Assembly.

<b>Revenue (Road and Bridge)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Fuel Tax	\$520,472	\$499,427	\$501,967	\$501,531	\$496,401
Vehicle/Driver's Licensing Fees	271,767	264,883	265,151	265,701	269,026
Sales and Use Tax	257,407	233,680	243,554	262,855	276,423
Interest and Miscellaneous	145,302	186,689	183,268	170,790	172,185
Federal Reimbursement <sup>1</sup>	897,197	847,902	1,112,780	1,584,663	954,199
Bond Proceeds	540,871	144,469	1,107,699	0	0
<b>Total Revenue</b>	<b>\$2,633,016</b>	<b>\$2,177,050</b>	<b>\$3,414,419</b>	<b>\$2,785,540</b>	<b>\$2,168,234</b>

<b>Revenue (Multimodal)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Aviation Fuel	\$328	\$197	\$247	\$248	\$286
License, Fees, and Permits	2,006	2,161	1,521	1,951	2,094
Sales and Use Tax	11,067	7,203	6,518	7,360	8,438
State General Revenue Fund	13,470	16,249	11,882	10,313	9,156
Interest and Miscellaneous	2,934	3,076	2,357	1,939	2,889
Federal Reimbursement <sup>2</sup>	47,949	49,070	84,964	44,660	44,976
<b>Total Revenue<sup>3</sup></b>	<b>\$77,754</b>	<b>\$77,956</b>	<b>\$107,489</b>	<b>\$66,471</b>	<b>\$67,839</b>

<b>Revenue (Highway Safety)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
License, Fees, and Permits	\$370	\$383	\$378	\$367	\$382
Interest and Miscellaneous	29	30	4	13	23
Federal Grants	14,959	24,061	21,144	16,727	24,429
<b>Total Revenue<sup>4</sup></b>	<b>\$15,358</b>	<b>\$24,474</b>	<b>\$21,526</b>	<b>\$17,107</b>	<b>\$24,834</b>

Notes:

<sup>1</sup> Federal reimbursement includes revenue received for reimbursement of road and bridge and the American Recovery and Reinvestment Act (ARRA) projects.

<sup>2</sup> Federal reimbursement includes revenue received for reimbursement of multimodal and the American Recovery and Reinvestment Act (ARRA) projects.

<sup>3</sup> Total revenue includes the following funds: Multimodal Operations-Federal, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Light Rail Safety, and General Revenue.

<sup>4</sup> Total revenue includes the following funds: Highway Safety Federal, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

# Transportation Funding

## Expenditures for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's largest expenditure category is the construction program. The construction program expenditures include contractor payments, engineering, reimbursement to local entities for acceleration of projects, right of way payments, and federal pass-through to local public agencies. Other expenditures include operating costs, debt service and costs for the Highway Patrol and Department of Revenue. Expenditures for multimodal and highway safety are also shown below.

<b>Expenditures (Road and Bridge)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Construction Program	\$1,220,789	\$1,377,012	\$1,454,748	\$1,391,396	\$1,301,813
Construction Operating Costs	153,561	153,071	161,471	158,749	136,555
Maintenance	436,969	469,901	471,029	470,061	430,062
Fleet, Facilities & Info. Systems	106,341	104,635	111,551	96,972	70,110
Debt Service	167,620	198,487	219,011	283,497	273,576
Administration	46,808	49,214	49,452	48,844	46,858
Other State Agencies	198,544	197,131	197,673	226,253	240,576
<b>Total Expenditures</b>	<b>\$2,330,632</b>	<b>\$2,549,451</b>	<b>\$2,664,935</b>	<b>\$2,675,772</b>	<b>\$2,499,550</b>

<b>Expenditures (Multimodal)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Operating Costs	\$2,545	\$3,010	\$2,652	\$2,650	\$2,813
Transit	32,545	37,080	55,545	33,265	32,831
Rail	9,709	10,390	15,160	9,311	10,632
Aviation	29,447	26,647	36,075	19,031	16,376
Port-Waterway	1,549	4,203	2,135	1,415	457
STAR Fund Loan	895	975	0	1,000	0
<b>Total Expenditures</b>	<b>\$76,690</b>	<b>\$82,305</b>	<b>\$111,567</b>	<b>\$66,672</b>	<b>\$63,109</b>

<b>Expenditures (Highway Safety)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Operating Costs	\$536	\$609	\$524	\$515	\$462
Safety Programs	14,955	23,839	21,042	16,634	24,398
<b>Total Expenditures<sup>1</sup></b>	<b>\$15,491</b>	<b>\$24,448</b>	<b>\$21,566</b>	<b>\$17,149</b>	<b>\$24,860</b>

Notes:

<sup>1</sup>Total expenditures include the following funds: Highway Safety, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

# Transportation Funding

## Federal Aid Apportionments based on Safe, Accountable, Flexible, Efficient, Transportation for Equity Act: A Legacy for Users (SAFETEA-LU) (Dollars in millions)

Federal funds are generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Federal fuel taxes are deposited into the Highway Trust Fund, and apportioned back to states via federal authorization bills. The amount Missouri is apportioned is reduced by the congressionally imposed obligation limitation, which places a ceiling on the amount we can commit to projects. Historically, approximately 90 percent is available to obligate.

Federal funds are received on a reimbursement basis. MoDOT spends state funds to build projects and requests reimbursement from the Federal Highway Administration. The following chart lists the amounts apportioned to Missouri in each category for the last five years under SAFETEA-LU. The federal funding categories contain flexibility to transfer dollars between categories to fund Statewide Transportation Improvement Program (STIP) projects. Individual STIP projects can be eligible for multiple funding categories. SAFETEA-LU expired on September 30, 2009. There have been eleven extensions with \$34.5 billion transferred from the General Fund into the Highway Trust Fund to maintain funding levels. The last extension expired on September 30, 2012. The new federal authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law by the President on July 6, 2012 and will provide funding for surface transportation programs for fiscal years 2013 and 2014.

<b>Apportionment Category (see following page)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Interstate Maintenance (IM)	160.1	164.9	181.4	192.9	180.2
National Highway System (NHS)	178.3	184.8	203.3	216.2	201.9
Surface Transportation Program (STP)	195.1	198.9	218.6	233.1	217.7
Highway and Bridge (HBP)	140.5	141.5	155.5	166.7	155.3
Congestion, Mitigation & Air Quality (CMAQ)	20.9	21.4	23.5	25.2	23.5
Recreational Trails	1.5	1.5	1.4	1.8	1.9
Metropolitan Planning (MP)	4.6	4.7	4.7	5.4	4.4
Statewide Planning & Research (SPR)	15.9	16.3	16.5	18.5	16.9
Highway Safety Improvement (HSIP)	35.6	35.6	36.7	39.6	36.6
Rail/Highway Crossings	6.0	5.8	5.8	6.7	5.4
Safe Routes to School (SRTS)	2.6	3.3	3.3	3.9	3.1
High Priority Projects (HPP)	72.2	71.8	0.0	0.0	0.0
Equity Bonus (EB)	65.7	67.4	67.4	70.0	67.2
High Risk Rural Roads (HRRRP)	2.4	2.3	2.4	2.4	2.4
Redistributed Funds <sup>1</sup>	0.0	0.0	56.6	0.0	2.6
<b>Total</b>	<b>\$901.4</b>	<b>\$920.2</b>	<b>\$977.1</b>	<b>\$982.4</b>	<b>\$919.1</b>

Notes:

<sup>1</sup>In 2010, \$56.6 million was available in redistributed funds to be used in any category of apportioned funds. In 2011, the redistributed funds were distributed among all categories by the Federal Highway Administration (FHWA) at the time of authorization.

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or “ceiling” on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri’s obligation limitation has averaged 90 percent. So, as an example, with 2012 apportionments of \$919.1 million, we would be able to commit and spend about \$827.2 million on projects.

The apportionment categories under SAFETEA-LU include Interstate Maintenance (IM), National Highway System (NHS), Surface Transportation (STP), Highway and Bridge (HBP), Congestion, Mitigation, & Air Quality (CMAQ), Recreational Trails, Metropolitan Planning (MP), Statewide Planning and Research (SPR), Highway Safety Improvements (HSIP), Rail/Highway Crossings, Safe Routes to Schools (SRTS), High Priority Projects (HPP), Equity Bonus (EB) and High Risk Rural Roads Program (HRRRP).

**Interstate Maintenance** is resurfacing, restoration, rehabilitation and reconstruction of interstate routes. **National Highway System** is defined as the construction, reconstruction, resurfacing, restoration and rehabilitation of NHS routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility. **Surface Transportation** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways and bridges, including transportation enhancements such as landscaping and other scenic beautification, pedestrian and bicycle facilities and historic preservation. **Highway and Bridge** include the rehabilitation or total replacement of structurally deficient or functionally obsolete highway bridges. Rehabilitation must restore the structural integrity, as well as correct any major safety defects. Replacement must be in the same general traffic corridor. **Congestion, Mitigation, & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990. **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities. **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs. **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials. **Highway Safety Improvements** is for highway safety improvements to eliminate hazardous roadways. **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings. **Safe Routes to School** includes infrastructure and non-infrastructure related projects that will substantially improve the ability for students to walk and bicycle to school. **High Priority Projects** are specified by Congress. **Equity Bonus** ensures that each state receives a specific share of the major highway programs based on contributions to the highway account of the highway trust fund. The funds can be used for any of the programs listed above. **High Risk Rural Roads Program** is for the construction and operational improvements on roadways functionally classified as a rural major or minor collector or a rural local road to achieve a significant reduction in traffic fatalities and incapacitating injuries.

Source: Prepared by MoDOT based on amounts received or authorized under SAFETEA-LU.

# Transportation Funding

## Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund (Dollars in thousands)

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2010, Missouri received \$1.45 for every dollar contributed into the Highway Trust Fund. However, in fiscal year 2003, we did not receive a full \$1.00 in return.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund <sup>1</sup>									
Surrounding States	2002	2003	2004	2005	2006	2007	2008	2009	2010
Arkansas	1.21	1.15	1.19	1.13	1.23	1.23	1.42	1.58	1.52
Illinois	1.16	0.96	0.99	0.93	1.04	1.21	1.29	1.36	1.36
Iowa	1.27	1.09	1.09	1.00	1.05	1.04	1.22	1.37	1.34
Kansas	1.37	1.08	1.24	1.18	1.23	1.18	1.28	1.31	1.37
Kentucky	1.21	1.03	1.07	1.01	1.05	1.10	1.26	1.41	1.38
Missouri	1.10	0.98	1.07	1.04	1.17	1.15	1.31	1.39	1.45
Nebraska	1.20	1.04	1.14	1.08	1.16	1.15	1.31	1.36	1.42
Oklahoma	1.01	0.92	1.08	1.29	1.25	1.26	1.37	1.41	1.42
Tennessee	1.07	0.90	1.04	1.00	1.00	1.11	1.23	1.29	1.35

Notes:

<sup>1</sup> Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2010.

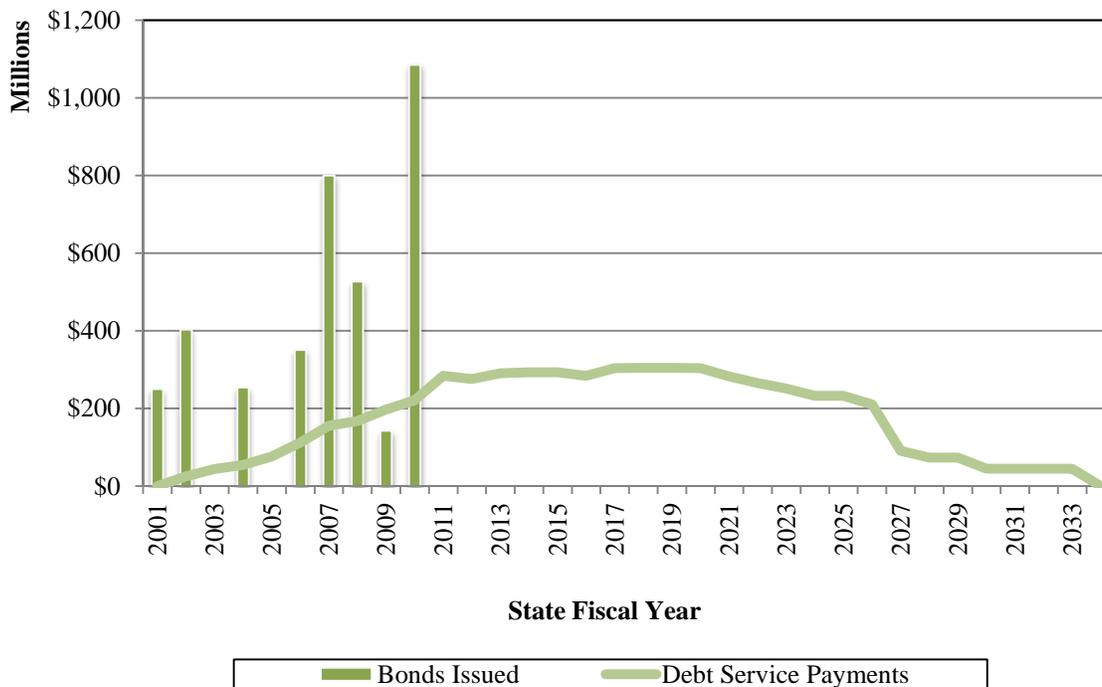
# Transportation Funding

## Summary of State Road Bond Financing Program (Dollars in millions)

Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to issue \$2.25 billion in bonds in 2000. MoDOT issued bonds in fiscal years 2001-2003 totaling \$907 million, referred to as senior lien bonds.

Voters approved Amendment 3 in 2004 authorizing MoDOT to issue bonds by depositing vehicle sales taxes previously deposited in the state's General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are to be used for principal and interest payments on Amendment 3 debt. MoDOT issued \$1.98 billion of Amendment 3 bonds from fiscal years 2005-2010. The bonds issued do not include refunding bonds.

In fiscal year 2009, MoDOT sold \$142 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT sold \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program.



Note:  
The MHTC has \$3.1 billion of bonds outstanding as of June 30, 2012. The average interest rate (true interest cost) on all outstanding debt combined is 3.85 percent.

Source: MoDOT.

# Transportation Funding

## Highway User Fees to Local Governments by Fiscal Year (Dollars in thousands)

The state does not receive all of the revenue generated by state highway user taxes and fees. The state constitution, Article IV, directs the Department of Revenue to distribute portions of the state motor fuel tax, motor vehicle sales and use taxes, and motor vehicle and driver licensing fees to cities and counties. The charts below show a six year history of transportation revenue sharing with local entities.

### Cities

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2007</b>	105,875	28,229	23,909	158,013
<b>2008</b>	106,362	23,815	16,783	146,960
<b>2009</b>	101,686	19,856	15,968	137,510
<b>2010</b>	102,113	19,468	15,932	137,513
<b>2011</b>	103,065	21,853	16,177	141,095
<b>2012</b>	100,994	23,155	16,418	140,567

### Counties

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2007</b>	83,036	18,819	15,939	117,794
<b>2008</b>	83,418	15,877	11,189	110,484
<b>2009</b>	79,750	13,238	10,645	103,633
<b>2010</b>	80,085	12,979	10,621	103,685
<b>2011</b>	80,851	14,572	10,787	106,210
<b>2012</b>	79,206	15,437	10,945	105,588

### Total

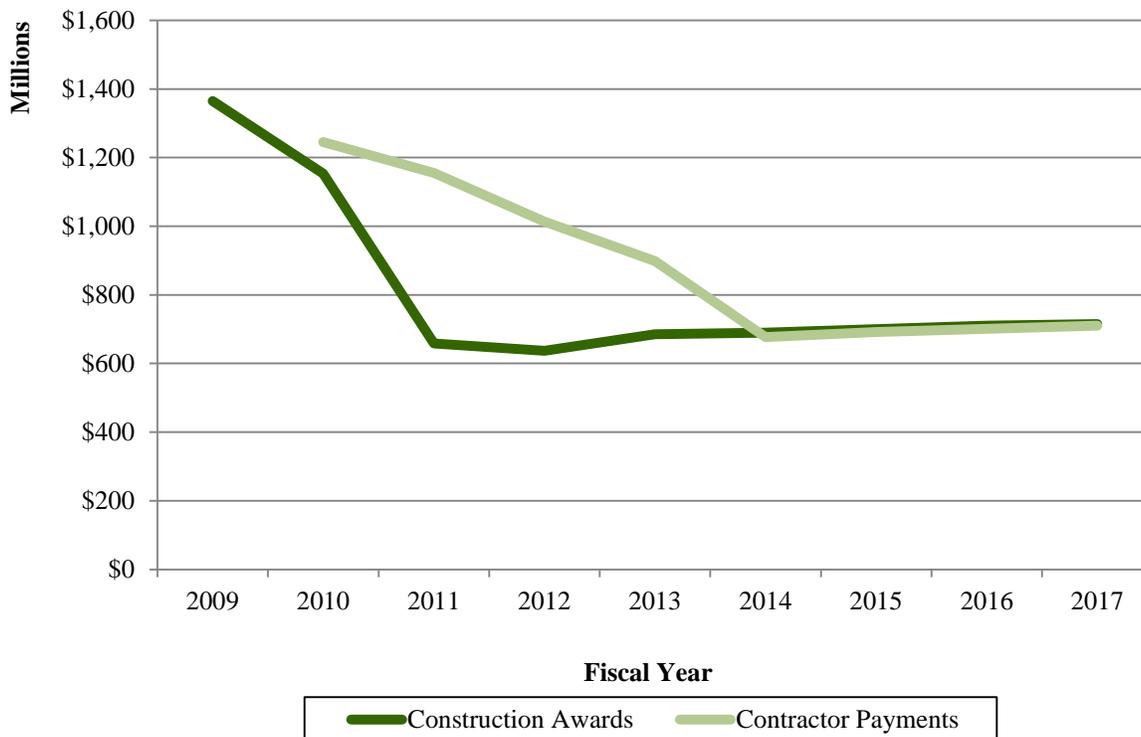
	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2007</b>	188,911	47,048	39,848	275,807
<b>2008</b>	189,780	39,692	27,972	257,444
<b>2009</b>	181,436	33,094	26,613	241,143
<b>2010</b>	182,198	32,447	26,553	241,198
<b>2011</b>	183,916	36,425	26,964	247,305
<b>2012</b>	180,200	38,592	27,363	246,155

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

# Transportation Facts

## Summary of Actual and Projected Construction Awards and Contractor Payments (Dollars in millions)

The graph below displays the relationship between construction awards and contractor payments. For the past several years, MoDOT averaged annual construction awards of \$1.2 billion. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately \$200 million of projected fiscal year (FY) 2013 contractor payments is for projects awarded in FY 2013. The remainder is for projects awarded in prior years. Awards declined dramatically in FY 2011, but contractor payments remained high as the prior year projects were completed. The FY 2013 budget shows a significant decline in contractor payments because awards in FY 2011 and FY 2012 reduced significantly. Beyond FY 2013, construction awards and contractor payments should be about the same as MoDOT's Statewide Transportation Improvement Program (STIP) contains predominately Taking Care of the System projects which generally pay out in one year. The information is based on the latest financial forecast that was used to develop the 2013-2017 STIP.

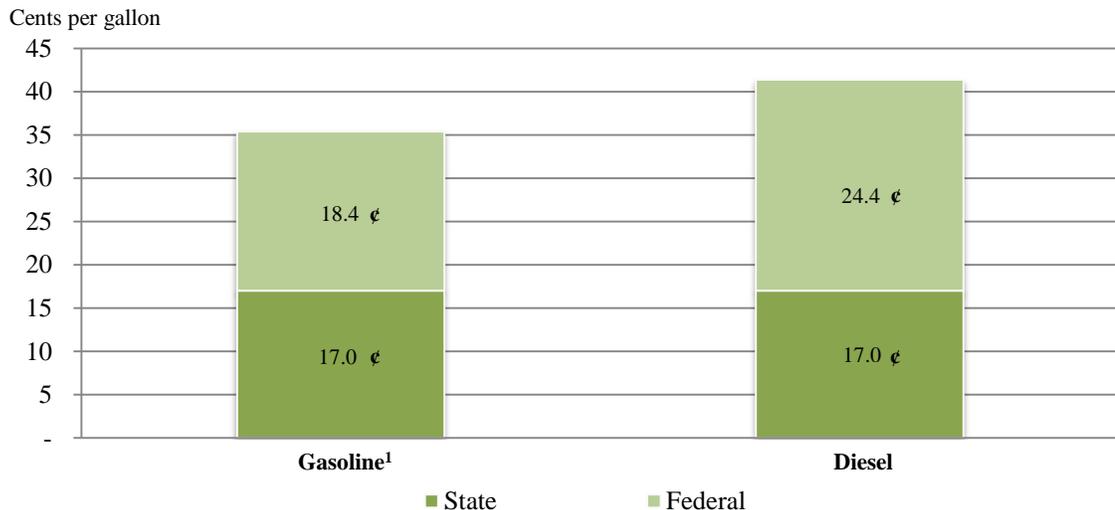


Source: MoDOT

# Transportation Facts

## Missouri's State and Federal Fuel Tax Rates and Fuel Tax History

The largest source of transportation revenue is from the federal government through a fuel tax. The largest source of state transportation revenue is the fuel tax. The state motor fuel tax is not indexed to keep pace with inflation. No rate increases have occurred on the state or federal level since the 1990's.



Note:

<sup>1</sup>The gasoline taxes are also levied on gasohol.

### State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to its current rate of 17 cents per gallon effective April 1, 1996.

### Federal Fuel Tax History:

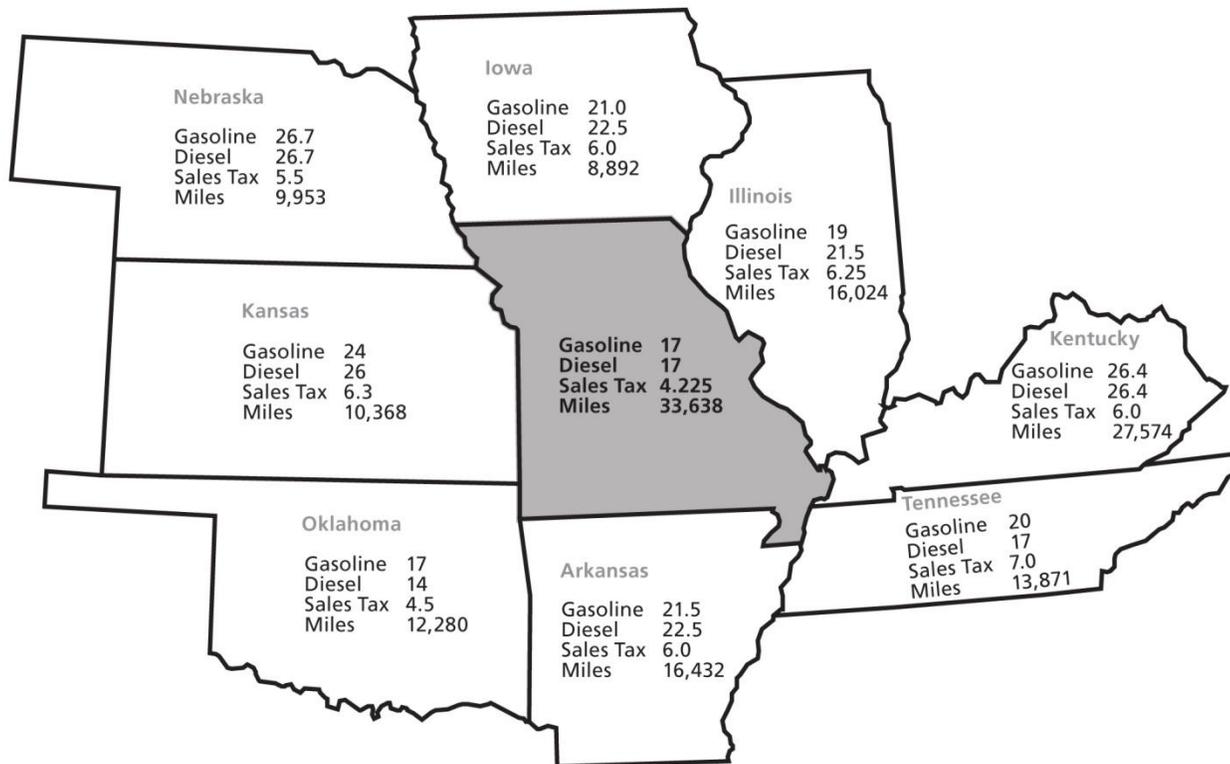
- The first federal fuel tax rate was 1 cent per gallon for both gasoline and diesel, established in 1932.
- Fuel tax rate increased to 3 cents per gallon for both gasoline and diesel in 1956.
- Fuel tax rate increased to 4 cents per gallon for both gasoline and diesel in 1959.
- Fuel tax rate increased to 9 cents per gallon for both gasoline and diesel in 1983.
- Fuel tax rate increased to 15 cents per gallon for diesel in 1984.
- Fuel tax rate increased to 9.1 cents per gallon for gasoline and 15.1 cents per gallon for diesel in 1987.
- Fuel tax rate increased to 14.1 cents per gallon for gasoline and 20.1 cents per gallon for diesel in 1990.
- Fuel tax rate increased to its current rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel in 1993, with fluctuations in the rate of the tax in 1995, 1996 and 1997 with the current rate effective October 1, 1997.

Source: Prepared by MoDOT based on Federal Highway Administration data.

# Transportation Facts

## Comparison of Missouri's Contiguous States Fuel Excise Tax, Sales Tax Rates and State Highway Miles

The chart below shows Missouri has one of the lowest motor fuel excise tax and state sales tax rates of any of its surrounding states. It also shows Missouri has the largest state maintained highway system miles of any of its surrounding states.



Note:

Gasoline and diesel are shown in cents per gallon for non-motor carrier entities. All states listed above use the same rate for gasohol as gasoline except Iowa (19 cents).

Source: Prepared by MoDOT based on the Highway Statistics 2010 published by the Federal Highway Administration. State sales tax rates based on the Federal Tax Administration data.

# Transportation Facts

## Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2012

<b>Vehicle Type</b>	<b>Number</b>
Passenger Cars	3,502,231
Trucks <sup>1</sup>	1,502,234
Recreational Vehicles	18,515
Buses	17,923
Motorcycles/Tricycles	153,064
<b>Total</b>	<b>5,193,967</b>

<b>Number of licensed drivers in Missouri</b>	
Male	2,369,228
Female	2,388,386
<b>Total</b>	<b>4,757,614</b>

Note:

<sup>1</sup> Includes 54,212 trucks registered to travel in other states with fees prorated on mileage.

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

# Transportation Facts

## Net Motor Fuel Gallons Taxed (Gallons in millions)

<b>Fiscal Year</b>	<b>Gasoline<sup>1</sup></b>	<b>Diesel</b>	<b>Total</b>	<b>Percent change</b>
1989	2,617	589	3,206	2.807
1990	2,622	614	3,236	0.929
1991	2,633	592	3,225	-0.324
1992	2,679	604	3,283	1.781
1993	2,686	613	3,299	0.500
1994 <sup>2</sup>	2,766	697	3,463	4.953
1995	2,796	709	3,505	1.248
1996	2,837	772	3,609	2.968
1997	2,887	782	3,669	1.631
1998	2,931	802	3,733	1.775
1999 <sup>3</sup>	2,926	835	3,761	0.741
2000	3,056	916	3,972	5.582
2001	2,975	860	3,835	-3.441
2002	3,025	914	3,939	2.708
2003	3,083	923	4,006	1.702
2004	3,148	977	4,125	2.993
2005	3,158	1,025	4,183	1.395
2006	3,124	1,032	4,156	-0.635
2007	3,109	1,033	4,142	-0.347
2008	3,119	1,064	4,183	0.982
2009	3,068	934	4,002	-4.316
2010	3,086	946	4,032	0.750
2011	3,066	967	4,033	0.019
2012	3,025	951	3,976	-1.413

Notes:

<sup>1</sup> Gasoline gallons include gasohol gallons.

<sup>2</sup> Beginning January 1, 1994, the Federal government moved the collection point to the terminal. All tax exempt diesel had to be dyed.

<sup>3</sup> Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

Source: Prepared by MoDOT based on Missouri Department of Revenue month of distribution data.

# Transportation Facts

The following data shows the proportionate share between MoDOT, cities and counties of the three main revenue sources: motor fuel tax, motor vehicle sales and use tax and the motor vehicle and driver's licensing fees. The Missouri State Highway Patrol and the Department of Revenue receive appropriations from these revenues as well.

## Distribution of Highway User Fees Fiscal Year 2012

### Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
MoDOT-Roads & Bridges	12.45¢	73.2%	12.45¢	73.2%
Cities <sup>1</sup>	2.55¢	15.0%	2.55¢	15.0%
Counties <sup>2</sup>	2.00¢	11.8%	2.00¢	11.8%
Total State	<b>17.00¢</b>		<b>17.00¢</b>	
<b>Federal:</b>				
Underground Storage Tank	0.10¢	0.6%	0.10¢	0.4%
Transit Account	2.86¢	15.5%	2.86¢	11.7%
Highway Account	15.44¢	83.9%	21.44¢	87.9%
Total Federal	<b>18.40¢</b>		<b>24.40¢</b>	
<b>TOTAL FUEL TAX RATE</b>	<b>35.40¢</b>		<b>41.40¢</b>	

State Motor Vehicle Sales and Use Taxes:	Sales	Percent	Use	Percent
MoDOT-Roads & Bridges	2.960%	70.1%	3.750%	88.7%
MoDOT-Other Transportation Modes	0.040%	0.9%	-	
Cities <sup>1</sup>	0.300%	7.1%	0.150%	3.5%
Counties <sup>2</sup>	0.200%	4.7%	0.100%	2.4%
School District Trust Fund	0.500%	11.8%	-	
Department of Conservation	0.125%	3.0%	0.125%	3.0%
Department of Natural Resources	0.100%	2.4%	0.100%	2.4%
<b>TOTAL STATE TAX RATE</b>	<b>4.225%</b>		<b>4.225%</b>	

State Motor Vehicle & Drivers Licensing Fees:	Fees prior to 1/1/80	Fee Increases after 1/1/80
MoDOT - Roads & Bridges	100%	75%
Cities <sup>1</sup>	-	15%
Counties <sup>2</sup>	-	10%

Notes:

<sup>1</sup> City share is based on population.

<sup>2</sup> County share is based on rural assessed land valuation and rural road mileage.

Source: MoDOT.

# Transportation Facts

## Potential Transportation Revenue Options-Motor Fuel Tax

### Yield from Increasing Gas Excise Tax <sup>1</sup>

	1-Cent	3-Cent	5-Cent
State (70%)	\$21,171,789	\$63,515,367	\$105,858,944
City (15%)	4,536,812	13,610,436	22,684,059
County (15%)	4,536,812	13,610,436	22,684,059
<b>Total</b>	<b>\$30,245,413</b>	<b>\$90,736,239</b>	<b>\$151,227,062</b>

### Yield From Increasing Diesel Fuel Excise Tax<sup>1</sup>

	1-Cent	3-Cent	5-Cent
State (70%)	\$6,660,258	\$19,980,773	\$33,301,289
City (15%)	1,427,198	4,281,594	7,135,990
County (15%)	1,427,198	4,281,594	7,135,990
<b>Total</b>	<b>\$9,514,654</b>	<b>\$28,543,961</b>	<b>\$47,573,269</b>

### Yield From Increasing All Motor Fuel Excise Tax

	1-Cent	3-Cent	5-Cent
State (70%)	\$27,832,047	\$83,496,140	\$139,160,233
City (15%)	5,964,010	17,892,030	29,820,050
County (15%)	5,964,010	17,892,030	29,820,050
<b>Total</b>	<b>\$39,760,067</b>	<b>\$119,280,200</b>	<b>\$198,800,333</b>

### Yield From Implementing Sales Tax On Motor Fuel <sup>2</sup>

	1.0%	3.0%	5.0%
State (70%)	\$82,290,492	\$246,871,476	\$435,109,699
City (15%)	17,633,677	52,901,030	93,237,793
County (15%)	17,633,677	52,901,030	93,237,793
<b>Total</b>	<b>\$117,557,846</b>	<b>\$352,673,536</b>	<b>\$621,585,285</b>

#### Notes:

<sup>1</sup> Potential yields are based on fiscal year 2012 net diesel gallons taxed of 951,465,398 and net gasoline and gasohol gallons taxed of 3,024,541,266.

<sup>2</sup> Potential yields are based on the gasoline price per gallon of \$3.27 and the diesel price per gallon of \$3.50 as reported in the July 20, 2012 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: MoDOT.

# Transportation Facts

## Potential Transportation Revenue Options-Sales and Use Tax

### Yield From Increasing Motor Vehicle Sales Tax

	0.10%	0.25%	0.75%	1.00%
State (87.5%)	\$6,263,911	\$15,659,779	\$46,979,336	\$62,639,115
City (7.5%)	536,907	1,342,267	4,026,800	5,369,067
County (5%)	357,938	894,844	2,684,533	3,579,378
<b>Total</b>	<b>\$7,158,456</b>	<b>\$17,896,890</b>	<b>\$53,690,669</b>	<b>\$71,587,560</b>

### Yield From Increasing Motor Vehicle Use Tax

	0.10%	0.25%	0.75%	1.00%
State (75%)	\$1,309,077	\$3,272,692	\$9,818,076	\$13,090,768
City (15%)	261,815	654,538	1,963,615	2,618,154
County (10%)	174,544	436,359	1,309,077	1,745,436
<b>Total</b>	<b>\$1,745,436</b>	<b>\$4,363,589</b>	<b>\$13,090,768</b>	<b>\$17,454,358</b>

### Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales & Use Tax)

	0.10%	0.25%	0.75%	1.00%
State (100%)	\$61,393,333	\$153,483,333	\$460,450,000	\$613,933,333
City (0%)	0	0	0	0
County (0%)	0	0	0	0
<b>Total</b>	<b>\$61,393,333</b>	<b>\$153,483,333</b>	<b>\$460,450,000</b>	<b>\$613,933,333</b>

### Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales & Use Tax)

	0.10%	0.25%	0.75%	1.00%
State	\$68,966,321	\$172,415,804	\$517,247,412	\$689,663,216
City	798,722	1,996,805	5,990,415	7,987,221
County	532,482	1,331,203	3,993,610	5,324,814
<b>Total</b>	<b>\$70,297,525</b>	<b>\$175,743,812</b>	<b>\$527,231,437</b>	<b>\$702,975,251</b>

Source: Prepared by MoDOT based on fiscal year 2012 receipts.

# Transportation Facts

## Potential Transportation Revenue Options-Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees

### Yield From Increasing All Passenger Car Fees

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$13,133,366	\$26,266,733	\$65,666,831	\$78,800,198
City (15%)	2,626,673	5,253,347	13,133,366	15,760,040
County (10%)	1,751,116	3,502,231	8,755,578	10,506,693
<b>Total</b>	<b>\$17,511,155</b>	<b>\$35,022,311</b>	<b>\$87,555,775</b>	<b>\$105,066,931</b>

### Yield From Increasing All Truck & Bus Fees

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$5,700,589	\$11,401,178	\$28,502,944	\$34,203,533
City (15%)	1,140,118	2,280,236	5,700,589	6,840,707
County (10%)	760,079	1,520,157	3,800,393	4,560,471
<b>Total</b>	<b>\$7,600,786</b>	<b>\$15,201,571</b>	<b>\$38,003,926</b>	<b>\$45,604,711</b>

### Yield From Increasing Driver Licensing Fees

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$2,211,431	\$4,422,863	\$11,057,156	\$13,268,588
City (15%)	442,286	884,573	2,211,431	2,653,718
County (10%)	294,858	589,715	1,474,288	1,769,145
<b>Total</b>	<b>\$2,948,575</b>	<b>\$5,897,151</b>	<b>\$14,742,875</b>	<b>\$17,691,451</b>

### Yield From Increasing Alternative Fuel Decal Fees

	<b>10.00%</b>	<b>20.00%</b>	<b>30.00%</b>	<b>40.00%</b>
State (75%)	\$8,175	\$16,350	\$24,525	\$32,700
City (15%)	1,635	3,270	4,905	6,540
County (10%)	1,090	2,180	3,270	4,360
<b>Total</b>	<b>\$10,900</b>	<b>\$21,800</b>	<b>\$32,700</b>	<b>\$43,600</b>

Source: Prepared by MoDOT based on Missouri Department of Revenue fiscal year 2012 passenger registration and truck and bus registrations and 2011 driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2012 revenue received.





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