



# Financial Snapshot

An appendix to the Citizen's Guide to  
Transportation Funding in Missouri

Missouri Department of Transportation  
[www.modot.org](http://www.modot.org)



November 2022





# Financial Snapshot

## **About the Financial Snapshot**

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. The document also serves as an appendix to the Citizen's Guide to Transportation Funding in Missouri.

In May of 2021, the Missouri General Assembly passed Senate Bill 262, raising Missouri's motor fuel tax by 2.5-cents per gallon per year over next five years.

In November of 2021, the United States Congress passed the Infrastructure Investment and Jobs Act (IIJA), which is estimated to increase federal funding to Missouri approximately 25 percent for the next five years.

*[www.modot.org/financial-statements](http://www.modot.org/financial-statements)*

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-8106.

## **MoDOT's Mission**

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Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

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# Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety  
Fiscal Year 2022 (Dollars in thousands)

<b>Missouri User Fees and Other Revenue (62.5%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
Motor Fuel Tax	\$528,456	\$205,217	\$733,673	41.4
Aviation Fuel Tax	241	0	241	0.0
Motor Vehicle Sales Tax	407,646	66,297	473,943	26.6
Jet Fuel Sales Tax	6,151	0	6,151	0.3
Motor Vehicle and Driver's Licensing Fees	314,359	31,097	345,456	19.4
Multimodal and Highway Safety Fees	2,716	0	2,716	0.2
Interest and Miscellaneous	116,369	0	116,369	6.5
Bond Proceeds	100,000	0	100,000	5.6
<b>Total Revenue</b>	<b>\$1,475,938</b>	<b>\$302,611</b>	<b>\$1,778,549</b>	<b>100.0</b>

<b>Federal Revenue (34.9%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
Federal Reimbursement	\$872,762	\$102,017	\$974,779	98.0
Federal Grants	19,850	0	19,850	2.0
<b>Total Revenue</b>	<b>\$892,612</b>	<b>\$102,017</b>	<b>\$994,629</b>	<b>100.0</b>

<b>Missouri General Revenue (2.6%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
State General Revenue Fund (Multimodal)	\$23,945	\$0	\$23,945	32.7
State General Revenue Fund (Road and Bridges)	49,308	0	49,308	67.3
<b>Total Revenue</b>	<b>\$73,253</b>	<b>\$0</b>	<b>\$73,253</b>	<b>100.0</b>

# Transportation Funding

## MoDOT 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 and other transportation modes.

<b>Revenue (Road and Bridge)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Motor Fuel Tax <sup>1,11</sup>	\$517,832	\$517,231	\$506,688	\$492,173	\$528,456
Vehicle/Driver's Licensing Fees <sup>1</sup>	296,825	304,783	296,100	331,931	314,359
Motor Vehicle Sales Tax <sup>1</sup>	362,237	353,211	356,908	443,495	402,244
Interest and Miscellaneous <sup>2</sup>	110,312	92,070	146,949	96,351	115,847
Federal Reimbursement <sup>3,4,5</sup>	935,017	882,536	952,026	1,262,757	907,839
Bond Proceeds <sup>6</sup>	0	0	201,000	0	100,000
State General Revenue Fund <sup>6,7</sup>	0	0	50,000	46,829	49,308
<b>Total Revenue</b>	<b>\$2,222,223</b>	<b>\$2,149,831</b>	<b>\$2,509,671</b>	<b>\$2,673,536</b>	<b>\$2,418,053</b>
<b>Revenue (Multimodal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Aviation Fuel <sup>1</sup>	\$259	\$255	\$238	\$227	\$241
Fees <sup>1</sup>	2,327	2,603	2,444	2,573	2,520
Sales Taxes <sup>1</sup>	11,713	11,212	9,260	8,244	11,553
State General Revenue Fund <sup>7</sup>	11,808	18,061	19,422	14,949	23,945
Interest and Miscellaneous <sup>2</sup>	3,380	2,172	2,761	777	522
Federal Reimbursement <sup>3,4</sup>	60,243	58,769	54,966	64,944	66,940
<b>Total Revenue<sup>9</sup></b>	<b>\$89,730</b>	<b>\$93,072</b>	<b>\$89,091</b>	<b>\$91,714</b>	<b>\$105,721</b>
<b>Revenue (Highway Safety)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Fees <sup>8</sup>	\$275	\$246	\$197	\$175	\$196
Interest and Miscellaneous <sup>2</sup>	16	5	7	0	0
Federal Grants <sup>3,4</sup>	15,517	18,708	18,550	17,799	19,850
<b>Total Revenue<sup>10</sup></b>	<b>\$15,808</b>	<b>\$18,959</b>	<b>\$18,754</b>	<b>\$17,974</b>	<b>\$20,046</b>

Notes:

<sup>1</sup> User fees.

<sup>2</sup> Includes 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>3</sup> User fees and transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund.

<sup>4</sup> Includes federal funds that flow through MoDOT to local governments and agencies.

<sup>5</sup> Includes federal funds from the Coronavirus Reponse and Relief Supplemental Appropriations Act, 2021.

<sup>6</sup> Focus on Bridges Program (FOB).

<sup>7</sup> Appropriated by the Missouri General Assembly, which includes FOB and Governor's Transportation Cost Share Program.

<sup>8</sup> Includes motorcycle instruction permit fees and fees collected by the courts from violators of state laws or municipal or county ordinances.

<sup>9</sup> Includes the following funds: Multimodal Operations-Federal, Federal Stimulus, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense and General Revenue.

<sup>10</sup> Includes the following funds: Highway Safety-Federal, Motor Carrier Safety Assistance-Federal and the Motorcycle Safety Trust.

<sup>11</sup>The 2022 revenue is understated due to limited appropriation authority to transfer funds. Therefore, motor fuel tax revenue collected in 2022 of \$41.9 million will be reported as 2023 revenue.

Source: MoDOT

# Transportation Funding

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

MoDOT's largest expenditure category is Program Delivery. Program Delivery 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 State Agencies represents appropriations to the Missouri State Highway Patrol and the Department of Revenue.

<b>Expenditures (Road and Bridge)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Program Delivery-Program <sup>1</sup>	\$944,266	\$913,571	\$1,059,174	\$1,106,714	\$1,099,157
Program Delivery-Operating Costs <sup>2</sup>	128,336	131,867	125,066	127,720	136,272
Safety and Operations-Maintenance <sup>2</sup>	462,987	466,080	471,620	447,935	494,303
Fleet, Facilities & Info. Systems <sup>2</sup>	78,990	77,931	75,671	79,850	96,665
Debt Service <sup>3</sup>	289,617	289,403	244,403	295,018	299,199
Administration <sup>2</sup>	52,101	51,935	51,588	50,692	52,391
Other State Agencies <sup>4</sup>	261,228	269,964	245,692	222,213	270,386
<b>Total Expenditures</b>	<b>\$2,217,525</b>	<b>\$2,200,751</b>	<b>\$2,273,214</b>	<b>\$2,330,142</b>	<b>\$2,448,373</b>

<b>Expenditures (Multimodal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Operating Costs <sup>2</sup>	\$3,016	\$2,856	\$2,548	\$2,484	\$2,717
Transit	34,560	30,710	36,632	28,419	27,568
Rail	13,314	22,549	10,586	9,611	11,677
Aviation	37,094	23,975	28,862	45,196	47,369
Port-Waterway	2,149	8,147	8,608	5,732	12,064
STAR Fund Loan	814	8	0	147	8
Freight	956	965	763	997	750
<b>Total Expenditures</b>	<b>\$91,903</b>	<b>\$89,210</b>	<b>\$87,999</b>	<b>\$92,586</b>	<b>\$102,153</b>

<b>Expenditures (Highway Safety)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Operating Costs <sup>2</sup>	\$529	\$543	\$595	\$551	\$655
Safety Programs	15,466	17,595	18,883	17,274	19,231
<b>Total Expenditures</b>	<b>\$15,995</b>	<b>\$18,138</b>	<b>\$19,478</b>	<b>\$17,825</b>	<b>\$19,886</b>

Notes:

<sup>1</sup> Includes contractor payments to construct and design roads and bridges, payments to purchase right of way and federal funds that flow through MoDOT to local governments.

<sup>2</sup> Includes personal services and fringe benefits of MoDOT employees and expense & equipment costs.

<sup>3</sup> Includes the principal and interest payments for funds borrowed by the Missouri Highways and Transportation Commission (MHTC).

<sup>4</sup> Includes appropriated expenditures of the Missouri State Highway Patrol and Missouri Department of Revenue. Amounts of \$10.0 million and \$6.1 million are included in 2019 and 2020 respectively for the bicentennial license plate reissuance. The 2020 and 2021 expenditures are offset by reimbursements from the Coronavirus Aid, Relief, and Economic Security (CARES) Act of \$26.8 and \$44.3 million, respectively.

Source: MoDOT.

# Transportation Funding

## Summary of State and Federal Funds

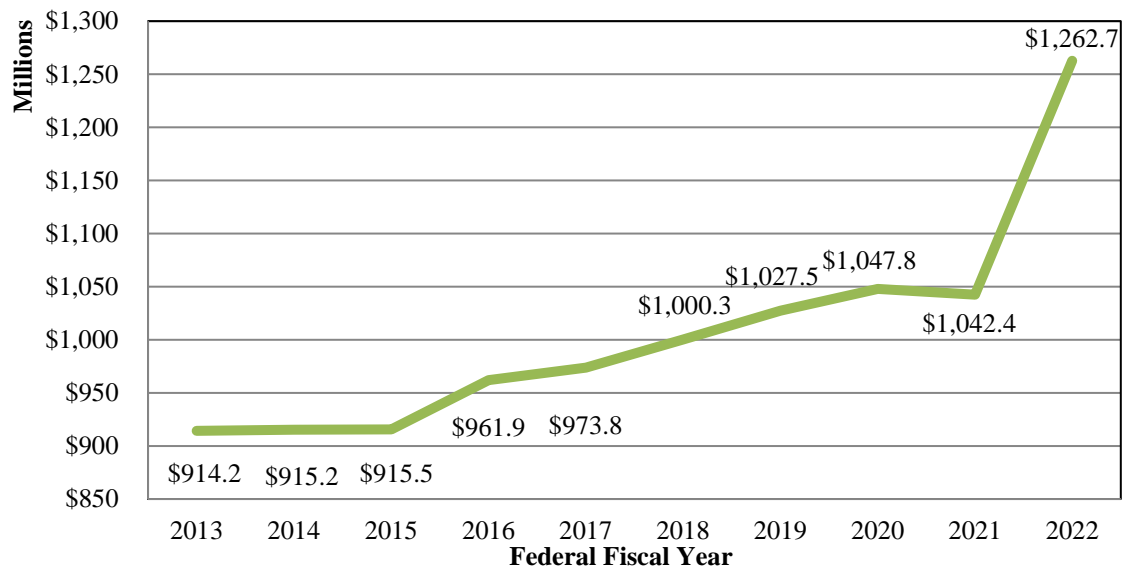
Fund	Source of Funds
State Road Fund	Federal Highway Administration reimbursements; licenses, permits, and fees for motor vehicles and drivers; state sales tax on motor vehicles; cost reimbursements; and other miscellaneous fees [Section 226.220 RSMo.]
State Road Bond Fund	State sales tax on motor vehicles [Section 226.210 RSMo.]
State Highways and Transportation Department Fund	Motor fuel tax and licenses, permits and fees for motor vehicles and drivers [Section 226.200 RSMo.]
Aviation Trust Fund	User fees of 9 cents per gallon on aviation gasoline and a portion of the state sales tax collected on jet fuel [Section 155.090 RSMo.]
State Transportation Fund	Two percent of one-half of the state sales tax on motor vehicles [Section 226.225 RSMo.]
Grade Crossing Safety Account	Owner of a motor vehicle pays a fee of twenty-five cents each year when the person registers or renews the registration of a motor vehicle [Section 389.612 RSMo.]
Railroad Expense Fund	Assessments collected from the railroads [Section 622.015 RSMo.]
State Transportation Assistance Revolving (STAR) Fund	This fund accounts for loans to any political subdivision of the state or to any public or private not-for-profit organization for the planning, acquisition, development and construction of facilities for air, water, rail or public transportation, the purchase of vehicles for transportation of elderly and disabled persons, or the purchase of rolling stock for transit purposes. Loan repayments are deposited into this fund and are used to make additional loans under the revolving loan program. [Section 226.191 RSMo.]
Motorcycle Safety Trust Fund	Motorcycle instruction permit fees and a \$1 surcharge from all criminal cases including violations of any municipal or county ordinance or any violation of criminal or traffic laws of the state. [Section 302.137 RSMo. & Section 302.140 RSMo.]
Multimodal Operations Federal Fund	Federal grant monies associated with Multimodal programs
Motor Carrier Safety Assistance Federal Fund	Federal grant monies associated with the Motor Carrier Safety Assistance Program
Highway Safety Federal Fund	Federal grant monies associated with Highway Safety programs
Federal Stimulus Fund	Federal grant monies associated with Multimodal programs provided from the Coronavirus Aid, Relief and Emergency Security (CARES) Act



# Transportation Funding

## Federal Aid Apportionments based on Infrastructure Investment and Jobs (IIJA) Act (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 99 percent of apportionments are available to obligate. Federal funds are received on a reimbursement basis. MoDOT and local public agencies spend state and local funds to build projects and request reimbursement from the Federal Highway Administration. Apportionments shown below include the amounts that by law are distributed to local public agencies.



The following chart lists the amounts apportioned to Missouri in each category under the IIJA and FAST Act. The IIJA was signed into law by the President on November 15, 2021 and provides funding for surface transportation programs for federal fiscal years 2022, 2023, 2024, 2025 and 2026. The total apportionments under the IIJA are significantly more than under the previous federal funding act, FAST Act.

<b>Apportionment Category</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
National Highway Performance (NHPP)	\$570.1	\$583.8	\$593.7	\$590.1	\$687.4
Surface Transportation Block Grant (STBG)	270.1	277.4	282.4	281.6	311.2
Highway Safety Improvement (HSIP)	57.0	58.2	59.2	58.8	72.2
PROTECT Program	0.0	0.0	0.0	0.0	34.6
National Highway Freight (NHFP)	28.1	31.8	35.2	34.9	32.2
Transportation Alternatives (TAP)	18.6	18.6	18.6	18.6	31.4
Carbon Reduction Program	0.0	0.0	0.0	0.0	30.5
Congestion Mitigation & Air Quality (CMAQ)	23.9	24.4	24.8	24.6	25.2
Statewide Planning & Research (SPR)	19.7	20.2	20.6	20.5	23.0
Rail/Highway Crossings	5.8	5.9	6.0	6.0	6.0
Metropolitan Planning (MP)	5.4	5.5	5.6	5.6	6.7
Recreational Trails	1.6	1.7	1.7	1.7	1.7
Safe and Accessible Transportation	0.0	0.0	0.0	0.0	0.6
<b>Total</b>	<b>\$1,000.3</b>	<b>\$1,027.5</b>	<b>\$1,047.8</b>	<b>\$1,042.4</b>	<b>\$1,262.7</b>
<b>Obligation Limitation</b>	<b>\$990.9</b>	<b>\$1,032.3</b>	<b>\$1,091.8</b>	<b>\$1,037.1</b>	<b>\$1,201.2</b>

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 99 percent. So, as an example, with 2022 apportionments of \$1,262.7 million, we would be able to commit and spend about \$1,201.2 million on projects.

The apportionment categories under the IIJA are as follows:

- **National Highway Performance** is the construction, reconstruction, resurfacing, restoration and rehabilitation of highways and bridges on National Highway System (NHS) routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility.
- **Surface Transportation Block Grant** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements of highways and bridges.
- **Highway Safety Improvement** is for highway safety improvements to eliminate roadway hazards.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)** includes planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **National Highway Freight** includes improvements to the National Highway Freight Network (NHFN) that increase the efficiency of freight movement.
- **Transportation Alternatives** is for the construction of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation and infrastructure-related projects that provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- **Carbon Reduction** is for reducing transportation emissions or the development of carbon reduction strategies.

- **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.
- **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.
- **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings.
- **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs.
- **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities.
- **Safe and Accessible Transportation** is for the development of complete streets policies and standards and a complete streets prioritization plan.

Source: Prepared by MoDOT based on amounts received under the FAST Act and IIJA.

# 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 2020, Missouri received \$1.23 for every dollar contributed into the Highway Trust Fund.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund <sup>1</sup>									
Surrounding States	2012	2013	2014	2015	2016	2017	2018	2019	2020
Arkansas	1.21	1.29	1.23	1.15	1.23	1.27	1.27	1.19	1.24
Illinois	1.09	1.23	1.15	1.11	1.14	1.19	1.16	1.18	1.28
Iowa	1.06	1.08	1.09	1.00	1.06	1.05	1.08	1.09	1.17
Kansas	1.02	1.10	1.03	0.98	1.03	1.11	1.17	1.11	1.12
Kentucky	1.07	1.35	1.12	1.06	1.12	1.15	1.14	1.14	1.21
Missouri	1.17	1.23	1.17	1.10	1.14	1.21	1.21	1.20	1.23
Nebraska	1.03	1.13	1.03	0.96	1.01	1.05	1.03	1.33	1.04
Oklahoma	1.08	1.15	1.07	1.00	1.10	1.18	1.12	1.02	1.16
Tennessee	1.02	1.14	1.06	1.00	1.03	1.07	1.04	1.17	1.04

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. Payments do not include transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund totaling \$82.8 billion from 2012 to 2020. 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 2020.

# Transportation Funding

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

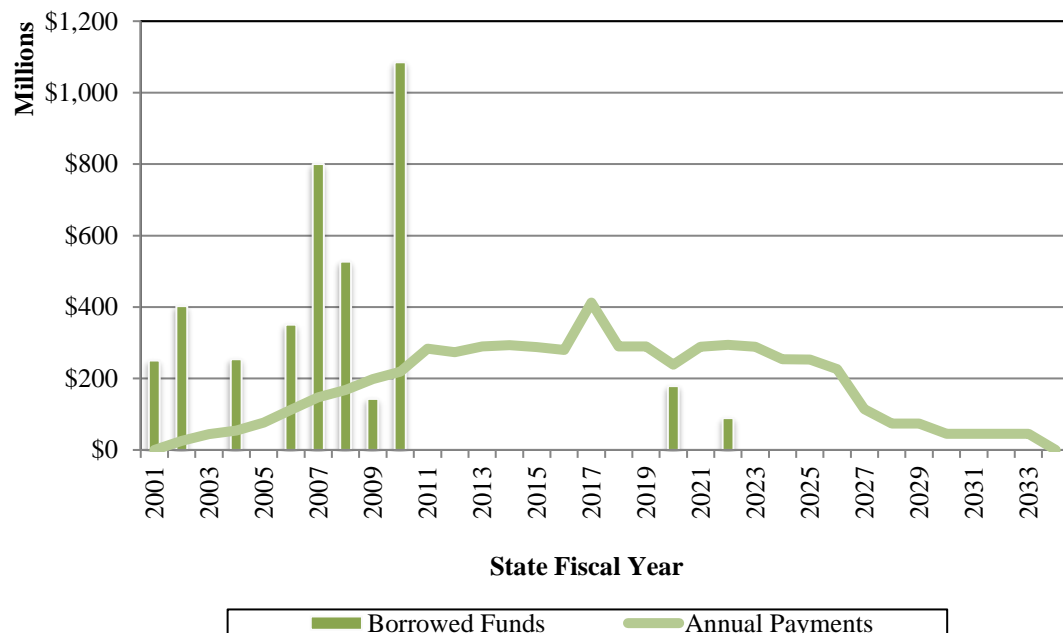
Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to borrow \$2.25 billion in 2000. MoDOT borrowed \$907 million from fiscal years 2001-2004, referred to as senior lien debt.

Voters approved Amendment 3 in 2004 authorizing MoDOT to borrow funds 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 designated for the payment of debt principal and interest. MoDOT borrowed \$1.98 billion from fiscal years 2006-2010.

In fiscal year 2009, MoDOT borrowed \$143 million for a portion of the new Interstate 64, a design-build project in the St. Louis region. This debt is referred to as Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT borrowed an additional \$100 million for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program.

In fiscal year 2020, MoDOT borrowed \$178.4 million as part of the Focus on Bridges Program. The Focus on Bridges Program, recommended by the Governor and supported by the General Assembly in the 2019 legislative session, provides \$351 million in funds to repair or replace 250 bridges on the state highway system. General Revenue Fund monies of \$50 million were made available in fiscal year 2020 to fund approximately 45 bridge projects and the remaining \$301 million is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments over seven years. MoDOT borrowed the remaining \$89 million in fiscal year 2022.

The borrowed funds, shown below, do not include refunding bonds.



Note:

The MHTC has \$1.3 billion of bonds outstanding as of June 30, 2022. The average interest rate (true interest cost) on all outstanding debt combined is 2.63 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 tax, 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>2017</b>	105,590	34,519	17,047	157,156
<b>2018</b>	105,364	35,574	17,746	158,684
<b>2019</b>	106,011	33,904	17,581	157,496
<b>2020</b>	104,067	34,293	16,706	155,066
<b>2021</b>	101,457	43,449	19,968	164,874
<b>2022</b>	113,964	39,778	18,658	172,400

### Counties

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2017</b>	82,815	23,012	11,365	117,192
<b>2018</b>	82,637	23,716	11,831	118,184
<b>2019</b>	83,142	22,603	11,721	117,466
<b>2020</b>	81,617	22,862	11,138	115,617
<b>2021</b>	79,577	28,966	13,312	121,855
<b>2022</b>	91,253	26,519	12,439	130,211

### Total

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2017</b>	188,405	57,531	28,412	274,348
<b>2018</b>	188,001	59,290	29,577	276,868
<b>2019</b>	189,153	56,507	29,302	274,962
<b>2020</b>	185,684	57,155	27,844	270,683
<b>2021</b>	181,034	72,415	33,280	286,729
<b>2022</b>	205,217	66,297	31,097	302,611

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



# Transportation Facts

## Summary of MoDOT's External and Internal Expenditures (Dollars in thousands)

The majority of MoDOT's expenditures are payments to vendors. The payments are for goods and services needed to build and maintain Missouri's transportation infrastructure. Whether it is payments to contractors, the purchase of equipment and supplies, design services or travel costs, these outward focused expenditures are an investment in Missouri's economy, and drive economic opportunity in the state. Internally focused expenditures include employee salaries and benefits, and program distributions to other state agencies and universities.

<b>Expenditures (External)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Construction Projects	\$798,122	\$771,440	\$919,329	\$939,022	\$945,342
Debt Service and Leases	289,971	289,540	244,503	295,165	301,973
Program Distributions <sup>1</sup>	214,618	200,746	187,320	213,720	219,083
Supplies	143,258	146,708	146,605	146,186	159,411
Services	92,959	100,865	102,614	106,561	132,889
Equipment	47,904	42,857	42,722	50,198	62,644
Miscellaneous	38,516	38,266	36,847	32,609	31,611
Fuel and Utilities	9,376	9,154	8,678	8,693	9,142
Refunds	3,803	1,802	4,815	3,340	3,438
Professional Development	1,575	1,512	1,496	1,058	1,492
Travel <sup>2</sup>	1,474	1,567	1,205	121	1,008
<b>Total Expenditures</b>	<b>\$1,641,576</b>	<b>\$1,604,457</b>	<b>\$1,696,134</b>	<b>\$1,796,673</b>	<b>\$1,868,033</b>
	80%	79%	79%	81%	81%
<b>Expenditures (Internal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Salaries and Benefits	\$416,405	\$427,108	\$431,718	\$416,526	\$425,667
Program Distributions <sup>3</sup>	5,768	6,021	6,734	4,933	5,970
Travel <sup>4</sup>	446	549	413	208	356
<b>Total Expenditures</b>	<b>\$422,619</b>	<b>\$433,678</b>	<b>\$438,865</b>	<b>\$421,667</b>	<b>\$431,993</b>
	20%	21%	21%	19%	19%
Other State Agencies	\$261,228	\$269,964	\$245,692	\$222,213	\$270,386
<b>Total</b>	<b>\$2,325,423</b>	<b>\$2,308,099</b>	<b>\$2,380,691</b>	<b>\$2,440,553</b>	<b>\$2,570,412</b>

Notes:

<sup>1</sup> Payments or federal funds passed through to cities, counties and other political subdivisions.

<sup>2</sup> Payments to vendors.

<sup>3</sup> Payments or federal funds passed through to other state agencies and universities.

<sup>4</sup> Employee reimbursements.

Source: MoDOT

# Transportation Facts

## Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2022 (Dollars in thousands)

	Expenditures <sup>1</sup>	Revenue <sup>2</sup>		Expenditures <sup>1</sup>	Revenue <sup>2</sup>
Andrew	\$7,689	\$1,191	Cass	\$13,325	\$4,894
Atchison	29,166	908	Clay	22,962	5,170
Buchanan	34,881	4,119	Jackson	186,415	36,823
Caldwell	12,368	870	Johnson	12,350	2,626
Carroll	5,773	1,184	Lafayette	14,190	1,879
Chariton	4,175	1,018	Pettis	11,946	2,335
Clinton	4,090	1,487	Platte	37,118	2,685
Daviess	6,530	947	Ray	5,349	1,430
DeKalb	11,068	952	Saline	13,948	1,667
Gentry	4,185	771	<b>Subtotal-Kansas City<sup>3</sup></b>	<b>\$317,603</b>	<b>\$59,509</b>
Grundy	4,697	830	Boone	34,763	7,182
Harrison	6,952	1,089	Callaway	12,521	2,628
Holt	6,815	689	Camden	10,071	3,559
Linn	2,238	1,114	Cole	54,871	3,375
Livingston	4,477	1,141	Cooper	106,161	1,135
Mercer	3,056	542	Crawford	10,842	1,129
Nodaway	13,493	2,011	Dent	2,929	967
Putnam	11,449	743	Gasconade	7,860	929
Sullivan	7,535	723	Howard	3,561	686
Worth	1,097	337	Laclede	11,160	1,666
<b>Subtotal-Northwest<sup>3</sup></b>	<b>\$181,734</b>	<b>\$22,666</b>	Maries	3,988	610
Adair	13,682	1,589	Miller	14,805	1,320
Audrain	5,522	1,716	Moniteau	2,653	1,007
Clark	3,816	732	Morgan	4,943	1,643
Knox	1,706	630	Osage	8,451	786
Lewis	5,969	758	Phelps	13,708	2,111
Lincoln	7,671	2,304	Pulaski	6,805	1,540
Macon	16,561	1,361	Washington	9,017	801
Marion	31,987	1,608	<b>Subtotal-Central<sup>3</sup></b>	<b>\$319,109</b>	<b>\$33,074</b>
Monroe	4,483	950			
Montgomery	7,495	939			
Pike	5,808	1,136			
Ralls	3,973	768			
Randolph	11,334	1,671			
Schuyler	3,172	495			
Scotland	6,296	628			
Shelby	3,430	769			
Warren	3,655	1,396			
<b>Subtotal-Northeast<sup>3</sup></b>	<b>\$136,560</b>	<b>\$19,450</b>			

Notes:  
See next page

# Transportation Facts

## Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2022 (Dollars in thousands)

	Expenditures <sup>1</sup>	Revenue <sup>2</sup>		Expenditures <sup>1</sup>	Revenue <sup>2</sup>
Franklin	\$14,455	4,674	Bollinger	\$2,565	\$735
Jefferson	27,570	7,570	Butler	13,452	2,144
St. Charles	59,222	16,288	Cape Girardeau	10,933	3,531
St. Louis City	202,308	43,214	Carter	2,053	455
St. Louis County	36,888	14,764	Douglas	3,512	993
<b>Subtotal-St. Louis<sup>3</sup></b>	<b>\$340,443</b>	<b>\$86,510</b>	Dunklin	8,174	1,905
Barry	\$13,234	2,264	Howell	13,447	2,109
Barton	5,689	1,097	Iron	1,140	606
Bates	9,702	1,452	Madison	10,305	593
Benton	11,540	1,103	Mississippi	3,651	932
Cedar	3,573	921	New Madrid	11,328	1,481
Christian	21,135	3,650	Oregon	2,888	747
Dade	3,329	780	Ozark	11,687	846
Dallas	2,438	956	Pemiscot	19,066	1,227
Greene	75,032	12,546	Perry	10,715	1,115
Henry	4,044	1,553	Reynolds	1,720	924
Hickory	2,158	608	Ripley	1,524	628
Jasper	24,509	5,808	Scott	46,381	1,855
Lawrence	4,040	1,985	Shannon	4,412	839
McDonald	23,529	1,165	St. Francois	5,427	2,779
Newton	13,204	2,377	St. Genevieve	19,292	1,347
Polk	3,634	1,687	Stoddard	6,394	1,970
St. Clair	9,781	849	Texas	7,172	1,520
Stone	2,400	1,796	Wayne	12,485	759
Taney	7,976	2,391	Wright	5,078	1,106
Vernon	15,693	1,552	<b>Subtotal-Southeast<sup>3</sup></b>	<b>\$234,801</b>	<b>\$33,146</b>
Webster	10,911	1,716	Statewide Support <sup>3,4</sup>	146,430	
<b>Subtotal-Southwest<sup>3</sup></b>	<b>\$267,551</b>	<b>\$48,256</b>	Other <sup>3,5</sup>	56,596	
			Debt Service	299,199	
			Other State Agencies	270,386	
			<b>Total</b>	<b>\$2,570,412</b>	<b>\$302,611</b>

### Notes:

<sup>1</sup> Expenditures for road and bridge (\$2,448,373), multimodal (\$102,153) and highway safety (\$19,886) as shown on page 5.

<sup>2</sup> State motor fuel tax, motor vehicle sales tax and motor vehicle and driver license fees distribution to cities and counties.

<sup>3</sup> Includes multimodal (\$102,153) and federal pass through for cities and counties (\$102,017), which are not included in the amounts spent by district as shown on page 24 of the Citizen's Guide to Transportation Funding in Missouri.

<sup>4</sup> Expenditures for bridge design, safety inspection, administrative services, etc.

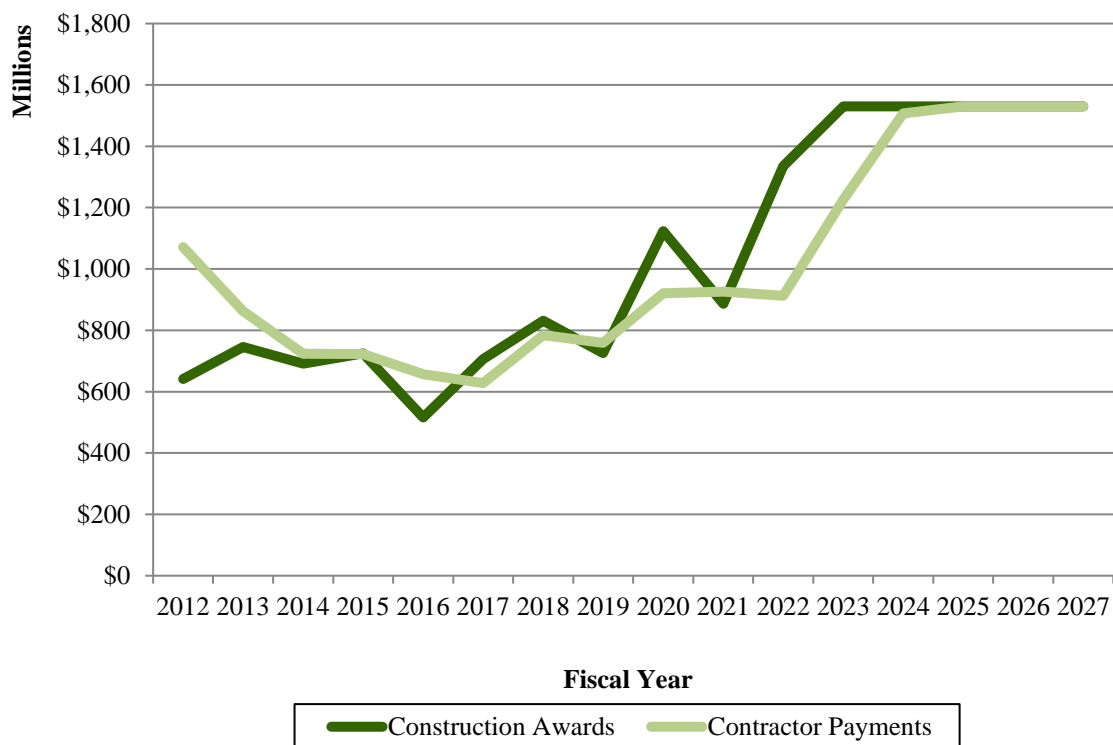
<sup>5</sup> Expenditures associated with multiple counties or not identifiable to a specific county.

Source: MoDOT

# 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. Prior to fiscal year (FY) 2011, 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 \$535 million of projected FY 2023 contractor payments is for projects awarded in FY 2023. 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 contractor payments declined because awards in FY 2011 and FY 2012 reduced significantly. The information is based on the latest financial forecast that was used to develop the 2023-2027 Statewide Transportation Improvement Program (STIP).

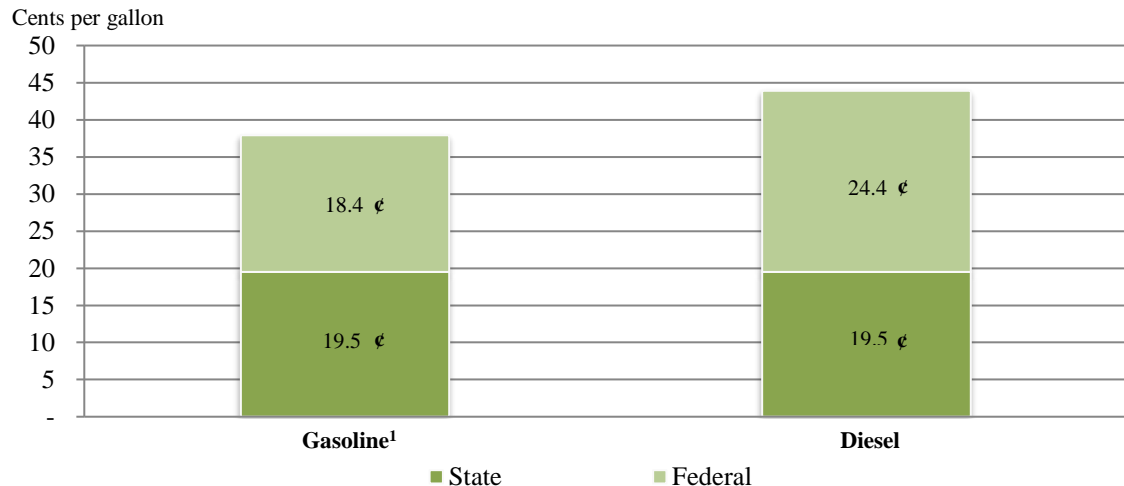


Source: MoDOT

# 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 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 17 cents per gallon effective April 1, 1996.
- Fuel tax rate increased to 19.5 cents per gallon effective October 1, 2021.

### 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 Missouri Department of Revenue and Federal Highway Administration data.

# Transportation Facts

## Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2022

<b>Vehicle Type</b>	<b>Number</b>
Passenger Cars	3,734,675
Trucks	1,532,330
Recreational Vehicles	16,516
Buses	23,102
Motorcycles/Tricycles	141,153
<b>Total</b>	<b>5,447,776</b>

<b>Number of licensed drivers in Missouri</b>	
Male	2,073,027
Female	2,186,645
<b>Total</b>	<b>4,259,672</b>

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration 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>
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
2013	2,973	946	3,919	-1.431
2014	2,969	957	3,926	0.171
2015	3,030	979	4,009	2.120
2016	3,101	1,006	4,107	2.457
2017	3,115	1,014	4,129	0.536
2018	3,106	1,040	4,146	0.412
2019	3,111	1,050	4,161	0.362
2020	3,018	1,060	4,078	-1.995
2021	2,887	1,088	3,975	-2.526
2022	3,119	1,100	4,219	6.138

### Notes:

<sup>1</sup> Gasoline gallons include gasohol, compressed natural gas and liquefied natural gas.

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

## Distribution of Highway User Fees – Fiscal Year 2022

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

### Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
State-Roads & Bridges, MSHP, DOR	14.19¢	72.8%	14.19¢	72.8%
Cities <sup>1</sup>	2.93¢	15.0%	2.93¢	15.0%
Counties <sup>2</sup>	2.38¢	12.2%	2.38¢	12.2%
Total State	<b>19.50¢</b>		<b>19.50¢</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>37.90¢</b>		<b>43.90¢</b>	

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

State Motor Vehicle & Drivers Licensing Fees:	Fees prior to 1/1/80	Fee Increases after 1/1/80
State-Roads & Bridges, MSHP, DOR	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 assessed rural 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>

	5-Cents	10-Cents	15-Cents
State (70%)	\$108,816,005	\$217,632,009	\$326,448,014
City (15%)	23,317,715	46,635,431	69,953,146
County (15%)	23,317,715	46,635,431	69,953,146
<b>Total</b>	<b>\$155,451,435</b>	<b>\$310,902,871</b>	<b>\$466,354,306</b>

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

	5-Cents	10-Cents	15-Cents
State (70%)	\$38,519,531	\$77,039,062	\$115,558,593
City (15%)	8,254,185	16,508,370	24,762,555
County (15%)	8,254,185	16,508,370	24,762,555
<b>Total</b>	<b>\$55,027,901</b>	<b>\$110,055,802</b>	<b>\$165,083,703</b>

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

	5-Cents	10-Cents	15-Cents
State (70%)	\$147,335,536	\$294,671,071	\$442,006,607
City (15%)	31,571,900	63,143,801	94,715,701
County (15%)	31,571,900	63,143,801	94,715,701
<b>Total</b>	<b>\$210,479,336</b>	<b>\$420,958,673</b>	<b>\$631,438,009</b>

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

	1.0%	3.0%	5.0%
State (70%)	\$119,071,841	\$357,215,520	\$595,359,201
City (15%)	31,571,900	76,546,183	127,576,971
County (15%)	31,571,900	76,546,183	127,576,971
<b>Total</b>	<b>\$170,102,629</b>	<b>\$510,307,886</b>	<b>\$850,513,143</b>

### Yield From Implementing Consumer Price Index Adjustment On Motor Fuel<sup>1,3</sup>

	Year-1	Year-2	Year-3
State (70%)	\$11,492,172	\$23,279,015	\$35,360,529
City (15%)	2,462,608	4,988,360	7,577,256
County (15%)	2,462,608	4,988,360	7,577,256
<b>Total</b>	<b>\$16,417,388</b>	<b>\$33,255,735</b>	<b>\$50,515,041</b>

Notes:

<sup>1</sup> Potential yields are based on fiscal year 2022 net diesel gallons taxed of 1,100,558,023 and net gasoline and gasohol gallons taxed of 3,109,028,708.

<sup>2</sup> Potential yields are based on the gasoline price per gallon of \$4.22 and the diesel price per gallon of \$5.14 as reported in the July 21, 2022 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

<sup>3</sup> Potential yields are based on an annual consumer price index of 2.00 percent (15-year average).

Source: MoDOT.

# Transportation Facts

## Potential Transportation Revenue Options - Sales Tax

### Yield From Increasing Motor Vehicle Sales Tax

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (87.5%)	\$11,890,348	\$29,725,873	\$89,177,617	\$118,903,490
City (7.5%)	1,019,173	2,547,932	7,643,796	10,191,728
County (5%)	679,449	1,698,621	5,095,864	6,794,485
<b>Total</b>	<b>\$13,588,970</b>	<b>\$33,972,426</b>	<b>\$101,917,277</b>	<b>\$135,889,703</b>

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

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (100%)	\$91,562,763	\$228,906,909	\$686,720,726	\$915,627,634
City (0%)	0	0	0	0
County (0%)	0	0	0	0
<b>Total</b>	<b>\$91,562,763</b>	<b>\$228,906,909</b>	<b>\$686,720,726</b>	<b>\$915,627,634</b>

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

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (98.0%)	\$103,453,111	\$258,632,782	\$775,898,343	\$1,034,531,124
City (1.2%)	1,019,173	2,547,932	7,643,796	10,191,728
County (0.8%)	679,449	1,698,621	5,095,864	6,794,485
<b>Total</b>	<b>\$105,151,733</b>	<b>\$262,879,335</b>	<b>\$788,638,003</b>	<b>\$1,051,517,337</b>

Source: Prepared by MoDOT based on fiscal year 2022 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%)	\$14,005,031	\$28,010,062	\$70,025,156	\$84,030,187
City (15%)	2,801,006	5,602,013	14,005,031	16,806,038
County (10%)	1,867,338	3,734,675	9,336,688	11,204,025
<b>Total</b>	<b>\$18,673,375</b>	<b>\$37,346,750</b>	<b>\$93,366,875</b>	<b>\$112,040,250</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%)	\$5,832,870	\$11,665,740	\$29,164,350	\$34,997,220
City (15%)	1,166,574	2,333,148	5,832,870	6,999,444
County (10%)	777,716	1,555,432	3,888,580	4,666,296
<b>Total</b>	<b>\$7,777,160</b>	<b>\$15,554,320</b>	<b>\$38,885,800</b>	<b>\$46,662,960</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%)	\$4,923,866	\$9,847,732	\$24,619,331	\$29,543,197
City (15%)	984,773	1,969,547	4,923,866	5,908,640
County (10%)	656,516	1,313,031	3,282,578	3,939,093
<b>Total</b>	<b>\$6,565,155</b>	<b>\$13,130,310</b>	<b>\$32,825,775</b>	<b>\$39,390,930</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%)	\$81,744	\$163,488	\$245,232	\$326,977
City (15%)	16,349	32,698	49,047	65,396
County (10%)	10,899	21,799	32,698	43,597
<b>Total</b>	<b>\$108,992</b>	<b>\$217,985</b>	<b>\$326,977</b>	<b>\$435,970</b>

### Yield From Converting All Passenger Car Fees from Horsepower to Miles per Gallon (MPG)<sup>1</sup>

State (75%)	\$18,600,657
City (15%)	15,836,334
County (10%)	10,557,556
<b>Total</b>	<b>\$44,994,547</b>

Notes:

<sup>1</sup> Potential yields are based on an annual tiered fee structure; \$25 for 0-19 MPG, \$32 for 20-29 MPG, \$39 for 30-39 MPG, \$46 for 40-49 MPG, \$53 for 50-59 MPG, \$200 for +60 MPG and electric vehicles, and \$150 for plug-in electric hybrids.

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2022 revenue received.

# Transportation Facts

Potential Transportation Revenue Options - \$100 million,  
\$250 million and \$500 million

## Yield from Increasing All Motor Fuel Excise Tax<sup>1</sup>

	<b>2.4-Cents</b>	<b>6-Cents</b>	<b>12-Cents</b>
State (70%)	\$70,721,058	\$176,802,642	\$353,605,286
City (15%)	15,154,512	37,886,281	75,772,561
County (15%)	15,154,512	37,886,281	75,772,561
<b>Total</b>	<b>\$101,030,082</b>	<b>\$252,575,204</b>	<b>\$505,150,408</b>

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

	<b>0.6%</b>	<b>1.5%</b>	<b>2.9%</b>
State (70%)	\$71,443,104	\$176,802,642	\$353,605,286
City (15%)	15,154,512	37,886,281	75,772,561
County (15%)	15,154,512	37,886,281	75,772,561
<b>Total</b>	<b>\$101,030,082</b>	<b>\$252,575,204</b>	<b>\$505,150,408</b>

## Yield From Increasing Motor Vehicle Sales Tax

	<b>0.75%</b>	<b>1.85%</b>	<b>3.70%</b>
State (87.5%)	\$89,177,617	\$219,971,457	\$439,942,913
City (7.5%)	7,643,796	18,854,696	37,709,393
County (5%)	5,095,864	12,569,798	25,139,595
<b>Total</b>	<b>\$101,917,277</b>	<b>\$251,395,951</b>	<b>\$502,791,901</b>

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

	<b>0.11%</b>	<b>0.27%</b>	<b>0.55%</b>
State (100%)	\$100,719,040	\$247,219,461	\$503,595,199
City (0%)	0	0	0
County (0%)	0	0	0
<b>Total</b>	<b>\$100,719,040</b>	<b>\$247,219,461</b>	<b>\$503,595,199</b>

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

	<b>0.10%</b>	<b>0.24%</b>	<b>0.48%</b>
State (98.4%)	\$103,453,111	\$248,287,470	\$496,574,939
City (1.0%)	1,019,173	2,446,015	4,892,029
County (0.6%)	679,449	1,630,676	3,261,353
<b>Total</b>	<b>\$105,151,733</b>	<b>\$252,364,161</b>	<b>\$504,728,321</b>

Notes:

<sup>1</sup> Potential yields are based on fiscal year 2022 net diesel gallons taxed of 1,100,558,023 and net gasoline and gasohol gallons taxed of 3,109,028,708

<sup>2</sup> Potential yields are based on the gasoline price per gallon of \$4.22 and the diesel price per gallon of \$5.14 as reported in the July 21, 2022 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: Prepared by MoDOT based on fiscal year 2022 receipts.



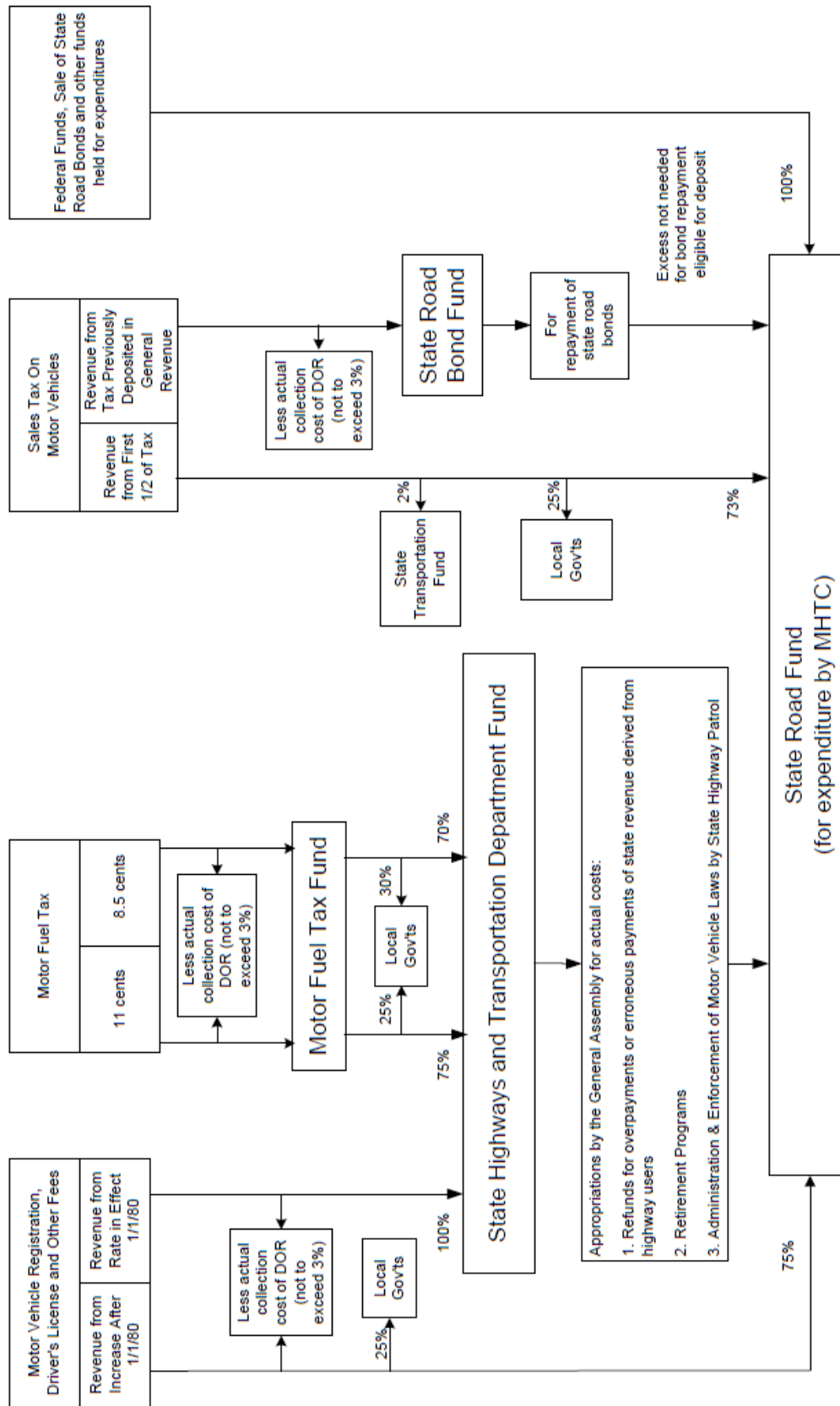
# Transportation Facts

Potential Transportation Revenue Options - \$100 million  
and \$250 million

<b>Yield from Increasing All Passenger Car, Truck, Bus and Driver Licensing Fees</b>		
	<b>\$15.00</b>	<b>\$38.00</b>
State (75%)	\$74,285,301	\$188,189,432
City (15%)	14,857,061	37,637,887
County (10%)	9,904,708	25,091,925
<b>Total</b>	<b>\$99,047,070</b>	<b>\$250,919,244</b>

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information.

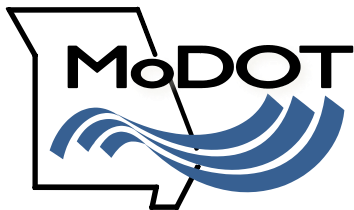
# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC) Road and Bridge Funding - Flowchart (Effective 10/1/2021)



\*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT





Missouri Department of Transportation  
Financial Services Division  
573.526.8106  
[www.modot.org](http://www.modot.org)  
1-888-ASK-MODOT