

Vehicle Registration Funding

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Agenda

- Current Motor Vehicle Registration Tax
 - Other Registration Taxes
 - Passenger Vehicle Fleet
- Items to Resolve
- Scenarios
 - Weight Based Rate
 - Hybrid Scenarios
 - Value
 - Age
 - Grandfathering of Registration Tax
- Summary from December 2, 2019 Task Force Meeting

Current Motor Vehicle Registration Tax Minn. Stat. 168.013

- Passenger vehicles using the public streets or highways in the state shall be taxed each calendar year on the following basis:
 - \$10 tax, plus:
 - 1.25% of vehicle's base value, depreciated over 10 years (10% increments/year)
 - After 10th year the additional tax is \$25 (\$35 total)
- Any changes recommended by the task force would require changes in law
 - Previously indicated legislation would need enacted by March 1, 2020 to not impact the rollout of VTRS on November 16, 2020
 - Enactment would need a seven to eight month runway
 - Example Enacted May, 2020 released January 1, 2021

Other Registration Taxes Not Passenger Vehicles or Pickups



- "Other" vehicles generate approximately 20% of revenues
- Other Vehicles (28 formal classifications):
 - Motorcycles: \$10
 - Trucks and tractors: based on gross weight - ranges from minimum \$120, up to \$1,760 for 80,000 pounds

Current Passenger Vehicle Fleet November 2019

- Approximately 4.9 million passenger vehicles and pickup trucks in Minnesota
- Average age of cars and light trucks in U.S. rose to 11.8 years in 2019 (IHS Markit)
- Of the 4.9 million vehicles, approximately 44% are 11+
 years
- ~11,000 electric vehicles

Items to Resolve

- Each item below would require changes to current law:
 - Hold Harmless eliminating this provision necessary to maintain neutral revenues
 - Destination Charge simplify value calculation by removing charge
 - Vehicle Value base value vs.
 MSRP



Scenarios

- All scenarios are implemented in a revenue neutral manner over FYs 2020-23
 - Weight Based Rate
 - Hybrid Scenarios
 - Modified Value Based
 - Tiered Age Based
 - Hybrid Age Based

Weight Based Rate

- Vehicles would pay a standard rate based on weight:
 - \$65 for vehicles 0-2,599 lbs. (~100K Vehicles)
 - \$130 for vehicles 2,600-3,799 lbs. (~2.3M Vehicles)
 - \$160 for vehicles 3,800-5,899 lbs. (~2.4M Vehicles)
 - \$190 for vehicles over 5,900 lbs. (~100K Vehicles)
- A typical vehicle could pay between \$1,690-2,080 over 13 years
- Ship weight:
 - Toyota Camry: 3,300 lbs.
 - Ford F-150: 4,100 lbs.

Weight Based Comparison

Years	Current Camry	Weight Based Camry	\$ Change	% Change	Current F-150	Weight Based F-150	\$ Change	% Change
1	325	130	(195)	-60%	525	160	(365)	-70%
2	293	130	(163)	-56%	473	160	(313)	-66%
3	260	130	(130)	-50%	420	160	(260)	-62%
4	228	130	(98)	-43%	368	160	(208)	-56%
5	195	130	(65)	-33%	315	160	(155)	-49%
6	163	130	(33)	-20%	263	160	(103)	-39%
7	130	130	-	0%	210	160	(50)	-24%
8	98	130	33	33%	158	160	3	2%
9	65	130	65	100%	105	160	55	52%
10	35	130	98	300%	53	160	108	205%
11	35	130	95	271%	35	160	125	357%
12	35	130	95	271%	35	160	125	357%
13+	35	130	95	271%	35	160	125	357%
Total	1,893	1,690	(203)	-11%	2,993	2,080	(913)	-30%

Hybrid Scenarios

- Scenarios assume the average life of a vehicle is 12 years
- Estimates are largely revenue neutral
- All scenarios would require some changes in law
- Illustrative scenarios include:
 - Modified value based vehicle registration tax
 - Age based vehicle registration tax
 - Age based vehicle registration tax, with weight surcharge
- Complex hybrid models may create challenges for VTRS programming

Scenario #1 Modified Value Based

Value Based:

- 1.05% of vehicles base value
- Vehicle value depreciates by approximately 8% each year over 12 year
- Minimum tax applies to all vehicles 13+ years
- Minimum tax increases from \$35 to \$65



Scenario #1 Modified Value Based

Years	Current Camry	Scenario #1 Camry	\$ Change	% Change	Current F-150	Scenario #1 F-150	\$ Change	% Change
1	325	273	(52)	-16%	525	441	(84)	-16%
2	293	251	(41)	-14%	473	406	(67)	-14%
3	260	229	(31)	-12%	420	370	(50)	-12%
4	228	207	(20)	-9%	368	335	(32)	-9%
5	195	186	(9)	-5%	315	300	(15)	-5%
6	163	164	1	1%	263	265	2	1%
7	130	142	12	9%	210	229	19	9%
8	98	120	23	23%	158	194	37	23%
9	65	98	33	51%	105	159	54	51%
10	35	76	41	118%	53	123	88	253%
11	35	65	30	86%	35	88	53	152%
12	35	65	30	86%	35	65	30	86%
13+	35	65	30	86%	35	65	30	86%
Total	1,893	1,942	5	2%	2,993	3,041	66	2%

Scenario #2 Age Based



Age Based

- Flat rate based on age:
 - \$250 vehicles 1-4 years
 - \$180 vehicles 5-8 years
 - \$120 vehicles 9-12 years
 - \$65 vehicles 13+ years
- Tax would need to be indexed in future years to account for inflation

Scenario #2 Age Based

Years	Current Camry	Scenario #2 Camry	\$ Change	% Change	Current F-150	Scenario #2 F-150	\$ Change	% Change
1	325	250	(75)	-23%	525	250	(275)	-52%
2	293	250	(43)	-15%	473	250	(223)	-47%
3	260	250	(10)	-4%	420	250	(170)	-40%
4	228	250	23	10%	368	250	(118)	-32%
5	195	180	(15)	-8%	315	180	(135)	-43%
6	163	180	18	11%	263	180	(83)	-31%
7	130	180	50	38%	210	180	(30)	-14%
8	98	180	83	85%	158	180	23	14%
9	65	120	55	85%	105	120	15	14%
10	35	120	88	269%	53	120	68	129%
11	35	120	85	243%	35	120	85	243%
12	35	120	85	243%	35	120	85	243%
13+	35	65	30	86%	35	65	30	86%
Total	1,893	2,265	373	20%	2,993	2,265	(728)	-24%

Scenario #3 Hybrid Age Based

Age Based

Flat rate based on age:

- \$210 vehicles 1-4 years
- \$140 vehicles 5-8 years
- \$78 vehicles 9-12 years
- \$25 vehicles 13+ years
- Tax would need to be indexed in future years to account for inflation
- Surcharge on vehicle weight:
 - \$40 for vehicles 0-5,899 lbs.
 - \$80 for vehicles 5,900+ lbs.



Scenario #3 Hybrid Age Based

Years	Current Camry	Scenario #3 Camry	\$ Change	% Change	Current F-150	Scenario #3 F-150	\$ Change	% Change
1	325	250	(75)	-23%	525	250	(275)	-52%
2	293	250	(43)	-15%	473	250	(223)	-47%
3	260	250	(10)	-4%	420	250	(170)	-40%
4	228	250	23	10%	368	250	(118)	-32%
5	195	180	(15)	-8%	315	180	(135)	-43%
6	163	180	18	11%	263	180	(83)	-31%
7	130	180	50	38%	210	180	(30)	-14%
8	98	180	83	85%	158	180	23	14%
9	65	118	53	82%	105	118	13	14%
10	35	118	86	263%	53	118	66	125%
11	35	118	83	237%	35	118	83	237%
12	35	118	83	237%	35	118	83	237%
13+	35	65	30	86%	35	65	30	86%
Total	1,893	2,257	365	19%	2,993	2,257	(736)	-25%

Inflation

- Under current structure, tax revenues increase from both:
 - Vehicle sales
 - Price increases
- If scenario is not based on value, would need to index to maintain revenue neutrality
- Options:
 - Consumer Price Index
 - National Highway Construction Cost Index (NHCCI from FHWA)

Inflation

Item	Annual Growth Rate (2014-19)
Unit Sales of New Vehicles	1.4%
Passenger Vehicle/PU \$	4.4%
"Other" Registration Tax \$	3.5%
Total Registration Tax \$	4.2%
СРІ	1.5%
NHCCI	3.1%
MnDOT CCI	5.0%

Grandfathering of Registration Tax

 FAST can program VTRS to support the calculation of registration tax for grandfathered vehicles as well as a new registration tax structure for new models or at the change of ownership

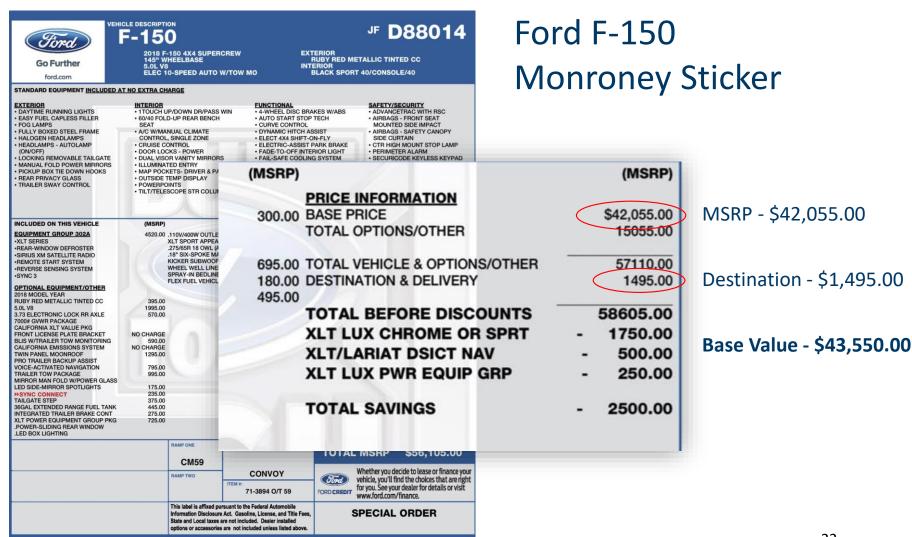
Summary of Scenarios from December 2, 2019 Hearing

- Methods reviewed at December Task Force Meeting:
 - Flat Rate
 - \$138 flat tax each year
 - Age Based Rate
 - \$315 tax in first year
 - Decrease on average by approximately 10% per year (varies by year)
 - Value Based Rate
 - Vehicles are taxed 0.48% of the vehicle's base value

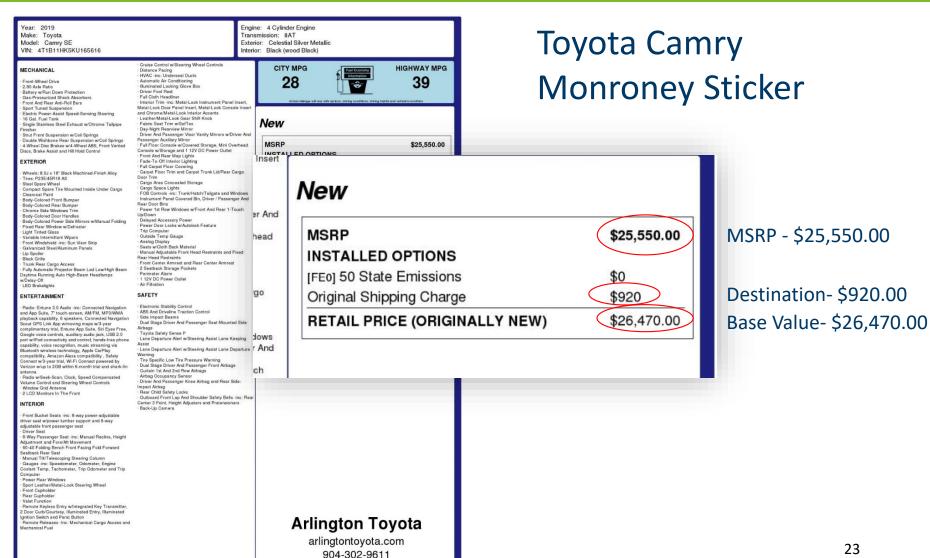
Vehicle Value Options

	Base Value	MSRP	Sale Price
Data Source	VIN decoder vendorDealerManufacturer	VIN decoder vendorDealerManufacturer	- Title application disclosed by either dealer or individual
Benefits	- Current calculation	- Simplified calculation	- Clarity for the first owner
Limitations	 Data for destination charge not available from VIN decoder vendor Determining the lowest price of base model 	- Data for new model years not always available from VIN decoder vendor	Variable based on negotiationNo data source to confirm sales price
Changes to Current Law	- N/A	 Amend 168.013(subd.1b) Amend 168.013 (subd.1c) Amend 168.013(subd.1g) 	 Amend 168.013(subd.1b) Amend 168.013(subd.1c) Amend 168.013(subd.1g)

Summary of Vehicle Value



Summary of Vehicle Value





Questions?