

Fiscal Estimate Narratives

DOT 4/18/2005

LRB Number	05-0232/1	Introduction Number	SB-156	Estimate Type	Original
Subject					
Eliminate the annual adjustment of the motor vehicle fuel tax					

Assumptions Used in Arriving at Fiscal Estimate

For the purposes of this analysis, it is assumed that SB 156 refers to gasoline, gasohol and diesel fuels only. The motor vehicle fuel tax rate is recomputed annually by the Department of Revenue on April 1 based on the annual change in the Consumer Price Index-Urban Consumer (CPI-U). The current motor fuel tax rate is \$0.329 per gallon. Of this amount, 3 cents per gallon is dedicated to the Petroleum Environmental Clean-up Fund Award Program and \$0.299 is dedicated to the Transportation Fund. SB 156 impacts only the portion of the motor fuel tax rate that is indexed, which is the \$0.299 dedicated to the Transportation Fund.

Based on the changes in CPI-U, the motor fuel tax rate increased from \$0.291 per gallon to \$0.299 per gallon on April 1, 2005. Based on forecast changes in CPI-U produced by Global Insight, Inc. the motor fuel tax rate is forecast to increase to \$0.305 on April 1, 2006, and to \$0.310 on April 1, 2007. Based on these forecast changes in the motor fuel tax rate, total motor fuel tax collections are forecast to be \$958.5 million in FY 2005, \$992.6 million in FY 2006, and \$1,025.6 million in FY 2007. These projected revenues are incorporated into the current Transportation Fund condition and will be used in the deliberations by the Legislature of the Governor's 2005-07 budget proposal.

Under SB 156, the motor fuel tax rate would not be adjusted for inflation on April 1 of each year starting with the April 1, 2005 adjustment (retroactively reverse the adjustment already implemented on April 1, 2005). The motor fuel tax rate would remain at \$0.291 per gallon unless changed by an act of the Legislature.

Because the Transportation Fund is a unified fund, all SEG funded appropriations within the Fund would be impacted by the proposed change to motor fuel indexing. In addition, the Governor's budget proposal (AB 100) provides Transportation Fund revenues to fund 29 GPR appropriations. Funding calculations for the motorboat, snowmobile and all-terrain vehicle formulas within the Conservation Fund would be impacted by the proposed change in SB 156.

Long-Range Fiscal Implications

Prior to 1985, Wisconsin's motor fuel tax rate was adjusted through direct changes by the legislature. In 1985, the legislature enacted an indexing formula to help maintain the purchasing power of the Transportation Fund; protecting the fund from the eroding effects of inflation.

Eliminating the annual adjustment to the motor fuel tax rate would result in the permanent loss of the \$0.008 per gallon increase in the motor fuel tax rate that was implemented on April 1, 2005. In addition, the forecast per gallon increase of \$0.006 in 2006 and \$0.005 in 2007 would be lost permanently. The Transportation Fund would experience a decline in projected revenues of \$6.7 million in FY 2005, \$31.4 million in FY 2006 and \$51.2 million in FY 2007. The total lost revenue impact in the 2005-07 biennium would be \$82.6 million. Annual lost revenue to the Transportation Fund would grow because the elimination of indexing has a cumulative impact each year.

Eliminating the rate increase implemented on April 1, 2005 will provide a shortfall in revenues to the Transportation Fund. This reduction would exacerbate slowing revenue growth due to higher motor fuel prices in Wisconsin. Estimated revenues from projected rate increases were incorporated into the Governor's 2005-07 budget submittal (AB 100). Eliminating motor fuel indexing will leave an imbalance in budgeted revenues and expenditures for FY 2006 and FY 2007. The \$82.6 million imbalance between revenues and expenditures would need to be addressed by the legislature as part of their work on the 2005-07 biennial budget.

Eliminating indexing could result in decreased funding available for local governments. Without indexing, local programs such as general transportation aids and transit aids could experience a decrease in available funding.

To maintain the current level of funding for these programs, the department would need to backfill with funding from other programs, including highway projects, highway rehabilitation and maintenance, along with the Divisions of Motor Vehicles and State Patrol.

Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Subject			
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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			-31,400,000
TOTAL State Revenues		\$	\$-31,400,000
NET ANNUALIZED FISCAL IMPACT			
		State	Local
NET CHANGE IN COSTS		\$	\$
NET CHANGE IN REVENUE		\$-31,400,000	\$
Agency/Prepared By		Authorized Signature	Date
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