

Judge

County Name, Minnesota

Judge

November 8, 2016

Instructions to Voters:

To vote, completely fill in the oval(s) next to your choice(s) like this:

7	Federal Offices	21	Constitutional Amendment	County Questions
President and Vice-President		Failure to vote on a constitutional amendment will have the same effect as voting no on the amendment.		To vote for a question, fill in the oval next to the word "Yes" on that question. To vote against a question, fill in the oval next to the word "No" on that question.
Vote for One Team		To vote for a proposed constitutional amendment, fill in the oval next to the word "Yes" on that question. To vote against a proposed constitutional amendment, fill in the oval next to the word "No" on that question.		County Question
Candidate and Running Mate Republican		Increase Funds for Roads and Bridges through Vehicle Sales Tax Dedication		The Question Title must consist of ten or fewer words
Candidate and Running Mate Democratic-Farmer-Labor		Shall the Minnesota Constitution be amended to increase funding for roads and bridges by dedicating existing sales tax revenue from the sale of motor vehicle parts?		The body of the question is printed here in upper and lower case letters, as large as possible, but in no case smaller than 10 point type. The title goes above in the shaded box, and must also be in no smaller than 10 point type. "Yes" and "No" must be placed directly below and no smaller than 10 points and bold.
Candidate and Running Mate First-Drawn Non-Major Party/Principle		<input type="radio"/> Yes		<input type="radio"/> Yes
Candidate and Running Mate Second-Drawn Non-Major Party/Principle		<input type="radio"/> No		<input type="radio"/> No
Candidate and Running Mate Third-Drawn Non-Major Party/Principle		County Offices		City Offices
Candidate and Running Mate Fourth-Drawn Non-Major Party/Principle		County Commissioner District n Vote for One		Optional: City Name
write-in, if any		<input type="radio"/> Candidate		Mayor
United States Representative District n Vote for One		<input type="radio"/> Candidate		Optional: City Name
Candidate Republican		<input type="radio"/> Candidate		Vote for One
Candidate Democratic-Farmer-Labor		County Commissioner District n Special election for County Commissioner to fill vacancy in term expiring January 7, 2019 Vote for One		Special Election for Mayor To fill vacancy in term expiring January 7, 2019 Vote for One
Candidate First-Drawn Non-Major Party/Principle		<input type="radio"/> Candidate		<input type="radio"/> Candidate
Candidate Second-Drawn Non-Major Party/Principle		<input type="radio"/> Candidate		<input type="radio"/> Candidate
Candidate Third-Drawn Non-Major Party/Principle		Soil and Water Conservation District Supervisor District r Vote for One		write-in, if any
write-in, if any		<input type="radio"/> Candidate		Council Member
State Offices		<input type="radio"/> Candidate		If Required: Ward n or District n or At Large Vote for Up to Two
State Senator District n Vote for One		<input type="radio"/> Candidate		<input type="radio"/> Candidate
Candidate Republican		<input type="radio"/> Candidate		<input type="radio"/> Candidate
Candidate Democratic-Farmer-Labor		Special Election for Council Member If Required: Ward n or District n or At Large To fill vacancy in term expiring January 7, 2019 Vote for One		write-in, if any
Candidate First-Drawn Non-Major Party/Principle		32		write-in, if any
Candidate Second-Drawn Non-Major Party/Principle		<input type="radio"/> Candidate		<input type="radio"/> Candidate
Candidate Third-Drawn Non-Major Party/Principle		<input type="radio"/> Candidate		<input type="radio"/> Candidate
write-in, if any		City Clerk or City Treasurer		33
11		31		Vote for One
State Representative District n Vote for One		12		
<input type="radio"/> Candidate				

# HF 4437 1E - Autoparts Constitutional Amendment

All Figures in thousands 000's

							STATIC AMOUNT FROM 2021			STATIC AMOUNT FROM 2021		
	FY 2018	FY 2019	FY 2018-19	FY 2020	FY 2021	FY 2020-21	FY 2022	FY 2023	FY 2022-23	FY 2024	FY 2025	FY 2024-25
1 Laws 2017 First Special Session Ch. 3 Statutory Dedications												
2 Autoparts (Partial)	31,536	31,536	63,072	145,644	145,644	291,288	145,644	145,644	291,288	145,644	145,644	291,288
3 Auto Rental 9.2% (100% Dedicated)	26,740	28,160	54,900	29,580	30,940	60,520	30,940	30,940	61,880	30,940	30,940	61,880
4 Auto Rental 6.5% (100% Dedicated)	18,890	19,890	38,780	20,900	20,900	41,800	20,900	20,900	41,800	20,900	20,900	41,800
5 MVLST (Static General Fund Dedication) (1)	32,000	32,000	64,000	32,000	32,000	64,000	32,000	32,000	64,000	32,000	32,000	64,000
6												
7 Total Current Law Dedication	109,166	111,586	220,752	228,124	229,484	457,608	229,484	229,484	458,968	229,484	229,484	458,968
8												
9 Total Autoparts	255,000	263,000	518,000	271,000	279,000	550,000	279,000	279,000	558,000	279,000	279,000	558,000
10 % Captured auto parts in current law	12%	12%		54%	52%		52%	52%		52%	52%	
11												
12 Total Autoparts + Other Taxes	332,630	343,050	675,680	353,480	362,840	716,320	362,840	362,840	725,680	362,840	362,840	725,680
13												
14 HF 4437 1E												
15 Autoparts total Dedication (Base Plus Amendment)				145,644	167,400	313,044	195,300	223,200	418,500	251,100	279,000	530,100
16 Five Year Phase in, start FY 2021 - Above Base (General Fund Cost)					21,756	21,756	49,656	77,556	127,212	105,456	133,356	238,812
17 % Captured of Autoparts					60%		70%	80%		90%	100%	
18 Total Current Law Statutory Dedication + Constitutional Dedication				228,124	251,240	479,364	279,140	307,040	586,180	334,940	362,840	697,780
19												
20 Small Cities Statutory Dedication at 4.5% of total Autoparts Revenue - Above Base					7,533	7,533	8,789	10,044	18,833	11,300	12,555	23,855
21 Highway User Tax Distribution Fund 95.5% of total Autoparts Revenue - Above Base					14,223	14,223	40,868	67,512	108,380	94,157	120,801	214,958

(1) Includes funding for Greater MN Transit, Local Bridges, Metropolitan County Roads, and HUTD

Sources: DOR, February 2018 Transportation Funds Forecast



# Diverse Groups Support Dedication of Road Funds for Roads & Bridges

Minnesotans depend upon a safe, efficient, and reliable transportation network to support the movement of people and commerce, the work of our first responders, and the continued growth and vibrancy of our state and local communities.

In 2017, the Legislature and Governor passed the largest investment in our state's transportation infrastructure in roughly a decade. The 2017 bill will generate an additional \$2 Billion in funding for the state's transportation system over the next 10 years. It does this by broadening transportation's base of financial support to include roughly 50% (\$145 million) of the annual revenue generated from the statewide sales tax on auto parts.

The importance of the 2017 funding bill can't be overstated. The Legislature and Governor marked an important milestone in the ongoing effort to fund our state's important transportation infrastructure needs. They provided new, significant, and desperately needed funding for our system. But the work isn't done.

Because the 2017 bill capped the use of the auto parts sales tax revenues at \$145 million per year, this important funding source won't grow over time to help offset ever-increasing construction costs. Additionally, it means roughly \$150 million a year in transportation related sales tax revenues can't be accessed to help fund the completion of critical projects across the state each year.

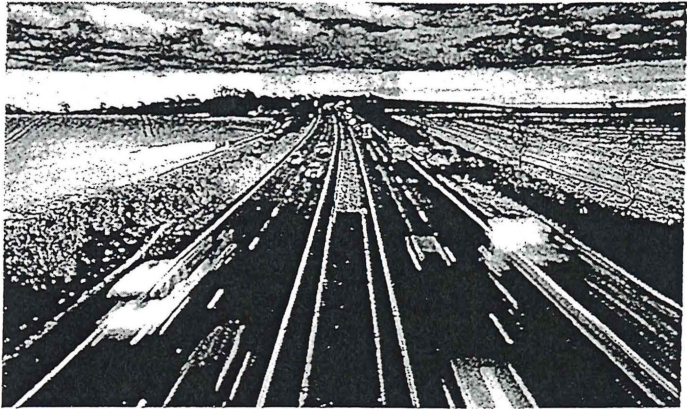
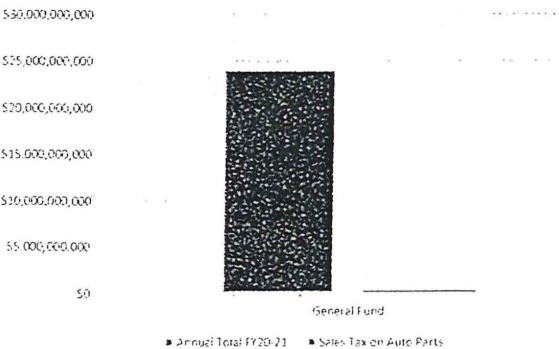
In 2018, we have an opportunity to build on the accomplishments of 2017 Session. The 2018 Legislature should give Minnesotans the chance to ensure that highway dollars are used for highway purposes by constitutionally dedicating all of the sales tax on auto parts to Minnesota's roads and bridges. Doing so will mean another \$150 million per year for our roads and bridges.

Dedicating these funds would make it far more likely that we can help Greater Minnesota by building a network of ten-ton roads that connect with the trunk highway system, adequately fund the Corridors of Commerce program, and fix deficient bridges.

By capturing the "full take," the Legislature would prioritize a mere 0.6% of the state's budget for transportation infrastructure, a move supported by a strong majority of voters. Recent polling shows that fully 76% of Minnesotans, including over 80% of Republicans, and over 70% of Democrats and Independents, would vote for the amendment to dedicate these funds – constitutionally – to roads and bridges.

Our organizations agree. We stand ready to support the Legislature in taking the logical next steps toward securing the safe, efficient, and reliable transportation network that supports the entire state by asking Minnesotans to constitutionally dedicate these funds to transportation infrastructure. And we will encourage Minnesotans to follow through by voting YES in November.

Total General Fund Versus Sales Tax on Auto Parts



# Our Supporters

- Albert Lea-Freeborn County Chamber of Commerce

Alexandria Lakes Area Chamber of Commerce

Apple Valley Chamber of Commerce

Austin Area Chamber of Commerce

Bemidji Area Chamber of Commerce

Brainerd Lakes Chamber

Burnsville Chamber of Commerce

Cloquet Area Chamber of Commerce

Dakota County Regional Chamber of Commerce

Duluth Area Chamber of Commerce

East Grand Forks/Grand Forks Chamber of Commerce

Eden Prairie Chamber of Commerce

Elk River Area Chamber of Commerce

Fairmont Chamber of Commerce

Faribault Area Chamber of Commerce & Tourism

Fergus Falls Chamber of Commerce

Grand Rapids Area Chamber

Hastings Area Chamber of Commerce & Tourism Bureau

Hibbing Area Chamber of Commerce

International Falls Area Chamber of Commerce

Lakeville Area Chamber of Commerce & CVB

Laurentian Chamber of Commerce
- Litchfield Chamber of Commerce

Marshall Area Chamber of Commerce

New Ulm Area Chamber of Commerce

North Hennepin Area Chamber of Commerce

Northfield Area Chamber of Commerce

Owatonna Area Chamber of Commerce and Tourism

Pipestone Area Chamber of Commerce

River Heights Chamber of Commerce

Rochester Area Chamber of Commerce

Saint Cloud Area Chamber of Commerce

Shakopee Area Chamber

Southwest Metro Chamber of Commerce

Twin Cities North Chamber of Commerce

TwinWest Chamber of Commerce

Waconia Chamber of Commerce

Waseca Area Chamber of Commerce

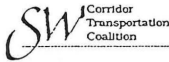
White Bear Area Chamber of Commerce

Willmar Lakes Area Chamber of Commerce

Winona Area Chamber of Commerce

Woodbury Area Chamber of Commerce

Worthington Area Chamber of Commerce







May 7, 2018

TO: Members  
House Rules and Legislative Administration Committee

FROM: Brad Lundell  
Executive Director, Schools for Equity in Education (SEE)

RE: HF 4437

In lieu of oral testimony, I wanted to submit this memorandum to committee members outlining SEE's opposition to HF 4437, the bill that would dedicate revenue generated by the sales tax on motor vehicle repairs and replacement parts toward transportation purposes.

There primary reason SEE opposes HF 4437 is that it takes money from the general fund and limits the expenditure of that revenue to certain purposes. The school districts that comprise SEE membership largely fall below the state average in per pupil revenue and are thus heavily reliant on general fund revenue that goes onto the general education basic formula and the special education formula. Taking money out of the general fund—for any purpose—would impinge on the state's ability to expend revenue for the broad range of needs that are exhibited by school districts throughout the state, especially those property poor districts that cannot cushion a lack of state funding with high levels of voter-approved levy revenue.

Beyond that, SEE believes it is simply bad policy to tie state-generated revenue to a single purpose or limited set of purposes. Governors and legislators face a variety of pressing issues that are largely dictated by changes in national and state economic performance and emerging, often unseen, changes in the state's priorities. Reserving revenue for specific purposes reduces the flexibility that state government has in acting nimbly and effectively to face challenges.

Thank you for the opportunity to provide these perspectives.

# We oppose the proposed Constitutional Amendment.

Committees in both houses have advanced a proposed constitutional amendment to dedicate certain sales taxes that now go to the general fund to roads. We oppose this Constitutional Amendment.

## 1. It would harm education, health care, housing, human services, and local government

The Constitutional Amendment would permanently dedicate hundreds of millions of dollars annually from the state general fund to only roads – instead of funding other priorities like our public schools, nursing homes, services for people with disabilities, and public safety. The cost to the general fund is \$438 million in the 2022/2023 biennium rising to over \$650 million in the 2026/2027 biennium.

## 2. It ignores the real transportation needs of Minnesotans

The diverted funds would not adequately fund maintenance of our current transportation system, let alone improvements. And, the proposed amendment ignores funding the needs of all Minnesotans who want and need transportation choices.

## 3. It ties the Legislature’s hands

Our state faces a variety of pressing issues dictated by the national and state economies and ever-changing priorities. We can’t predict what challenges face Minnesota in the future. This proposed amendment ties the Legislature’s hands and prevents it from directing these funds where they might be needed most.

Signed:

- AFSCME Council 5
  - Coalition of Greater Minnesota Cities
  - East Metro Strong
  - Education Minnesota
  - Growth & Justice
  - ISAIAH
  - Jewish Community Action
  - Lutheran Social Service of Minnesota
  - Metropolitan Consortium of Community Developers
  - Minnesota Academy of Nutrition and Dietetics
  - Minnesota Association of School Administrators
  - Minnesota Association of School Business Officials
  - Minnesota Budget Project
  - Minnesota Center for Environmental Advocacy
- Minnesota Coalition for the Homeless
  - The Minnesota Consortium for Citizens with Disabilities
  - Minnesota Head Start Association, Inc.
  - Minnesota Housing Partnership
  - Minnesota School Boards Association
  - NAMI Minnesota
  - Ramsey County Board of Commissioners
  - Saint Paul Area Chamber of Commerce
  - Saint Paul Bicycle Coalition
  - Schools for Equity in Education
  - SEIU Healthcare Minnesota
  - Sierra Club Minnesota North Star Chapter
  - TakeAction Minnesota
  - Transit for Livable Communities & St. Paul Smart Trips
  - Twin Cities Transit Rider Union



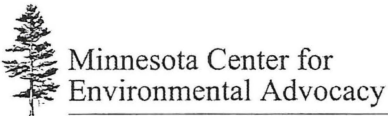
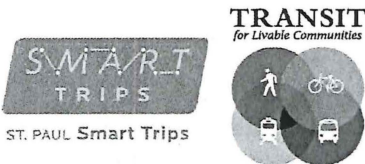
We oppose the proposed Constitutional Amendment.



The union of 70,000 educators



Dedicated to a Strong Greater Minnesota



**We oppose the proposed Constitutional Amendment.**



Madam Chair and members,

We are writing today on behalf of The Arc Minnesota, Metropolitan Center for Independent Living, Minnesota Brain Injury Alliance, Minnesota Consortium for Citizens with Disabilities, and Minnesota Organization on Fetal Alcohol Syndrome - nonprofit advocacy organizations that work to promote the independence and inclusion of people with disabilities.

Our organizations stand in opposition to HF 4437, the proposed amendment to the state constitution on transportation funding. While we understand proponents' reasoning for seeking dedicated sales tax revenue collected on vehicle parts and repairs for transportation needs, as the amendment proposes, this will result in less funding in the state budget for critical health and human services priorities.

Each legislative session, members of the disability community work in coalition to advance cost-effective legislation aimed at achieving positive outcomes and equity for Minnesotans with disabilities while working against proposals that would cut health and human services funding and supports. If this transportation amendment is adopted, advocates will face even more barriers to obtaining adequate funds for disability services that support lives of independence and inclusion in the community. Any divergence of resources away from the General Fund, as this constitutional amendment aims to do, would force our state to make incredibly hard choices about the quality of services available to Minnesotans with disabilities as well as eligibility criteria.

The amendment would also jeopardize funding for other parts of the transportation budget. Disability advocates have been strong supporters of transportation options that help people with disabilities be more independent and included in their communities, including public transit and specialized transit systems like Metro Mobility. Similar to human services, transit funding would compete for fewer General Fund dollars, possibly leading to service cuts and/or fare increases for people who often struggle financially.

Thank you for the opportunity to share our concerns, and for your consideration of the impact this proposal would have on Minnesotans with disabilities. We urge you to vote no on HF 4437, and to consider the negative policy implications of similar constitutional amendments that divert funds from Minnesota's General Fund.

Sincerely,

Jesse Bethke Gomez, Executive Director  
*Metropolitan Center for Independent Living*

Sheryl Grassie, Executive Director  
*Minnesota Consortium for Citizens with Disabilities*

Sara Messelt, Executive Director  
*Minnesota Organization on Fetal Alcohol Syndrome*

Alicia Munson, Public Policy Director  
*The Arc Minnesota*

Jeff Nachbar, Public Policy Director  
*Minnesota Brain Injury Alliance*

