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March 26, 2003

The Honorable Shirley Johnson, Chair  
Senate Appropriations Subcommittee  
on Transportation  
Michigan State Senate  
P.O. Box 30036  
Lansing, Michigan 48909-7536

The Honorable Scott Shackleton, Chair  
House Appropriations Subcommittee  
on Transportation  
Michigan House of Representatives  
P.O. Box 30014  
Lansing, Michigan 48909-7514

Dear Senator Johnson and Representative Shackleton:

As I promised during my confirmation hearing on February 25, 2003, I am pleased to transmit to you a report of MDOT's recommendation on interdepartmental grants from restricted transportation funds. This report is required by section 507 of Public Act 561 of 2002, MDOT's FY 2003 appropriation bill boiler plate.

Please contact me or Leon Hank if you have questions regarding this report.

Sincerely,

Gloria J. Jeff  
Director

BFA:MF:FOD:EAT:kv

Enclosure

cc Gary S. Olson, Director  
Senate Fiscal Agency  
Mitchell Bean, Director  
House Fiscal Agency

bcc D. Byers  
M. Frierson  
E. Timpf

MICHIGAN DEPARTMENT OF TRANSPORTATION

ALTERNATIVES TO INTERDEPARTMENTAL GRANTS  
FROM  
RESTRICTED TRANSPORTATION FUNDS

Prepared by:  
Michigan Department of Transportation  
Bureau of Transportation Planning  
Bureau of Finance and Administration

March 26, 2003

# ALTERNATIVES TO INTERDEPARTMENTAL GRANTS FROM RESTRICTED TRANSPORTATION FUNDS

This report is prepared in compliance with Sec. 507 of Public Act 561 of 2002 (Transportation Department appropriations for Fiscal 2003).

Sec. 507 reads –

It is the intent of the legislature to reduce the level of funding for grants from state-restricted transportation funds to other state departments. The Department shall recommend alternative funding methods for services provided by other state departments, other than interdepartmental grants from state-restricted transportation funds. The Department shall report its recommendations to the House and Senate Appropriations Subcommittees on Transportation and to the House and Senate Fiscal Agencies by February 1, 2003.

Appendix I describes other reporting requirements related to inter-departmental grants.

## **Background: Restricted Transportation Funds**

Act 51 of 1951 requires that all fuel-tax, vehicle-registration, and title-fee revenues are deposited into the Michigan Transportation Fund (MTF). Necessary collection expenses are then transferred back to the Department of Treasury and the Department of State by interdepartmental grants from the MTF in annual appropriations.

Other interdepartmental grants are made to other departments of state government. Some of these grants cover the cost of operating the Michigan Department of Transportation as a department of state government (to the Legislative Auditor General, the Attorney General, and the Departments of Civil Service, Management and Budget, and Treasury). Others are for particular services that are necessary to accomplishing road construction and maintenance. These grants amount to about \$121 million annually, and are detailed below for Fiscal 2003.

FISCAL 2003 APPROPRIATIONS FOR INTERDEPARTMENTAL GRANTS FROM  
RESTRICTED TRANSPORTATION FUNDS

	<u>Total</u>	<u>MTF</u>	<u>STF</u>	<u>CTF</u>	<u>Aeronautics</u>
Legislative Auditor General	\$607,500	\$138,000	\$404,200	\$48,200	\$17,100
Attorney General	\$2,823,100		\$2,566,200	\$131,500	\$125,400
Department of State	\$94,500,000	\$94,500,000			
Department of Treasury	\$10,323,500	\$10,225,000	\$29,100	\$5,300	\$64,100
Department of State Police	\$8,253,300		\$8,253,300		
Department of Civil Service	\$2,140,000		\$2,000,000	\$90,000	\$50,000
Department of Environmental Quality	\$884,800	\$884,800			
Department of Management and Budget	\$1,211,700		\$1,133,900	\$49,900	\$27,900
<b>Total</b>	<b>\$120,743,900</b>	<b>\$105,747,800</b>	<b>\$14,386,700</b>	<b>\$324,900</b>	<b>\$284,500</b>

Source: Public Act 561 of 2002.

Includes grants from Michigan Transportation Fund (MTF), State Trunkline Fund (STF), Comprehensive Transportation Fund (CTF), and Aeronautics Fund.

Actual amounts will be somewhat less than appropriated. The Department of Treasury appropriation contains a one-time MTF appropriation of \$2,000,000 for automating fuel-tracking records.

# ALTERNATIVES TO INTERDEPARTMENTAL GRANTS

## **General Alternatives**

There are two general alternatives to financing operations of other departments from transportation funds:

1. Replace the transportation funding source with another source of funds. Interdepartmental grants from the MTF could be reduced or abolished, and the cost of transportation-related functions of other departments could be subsidized from the state General Fund or another revenue source.
2. Reduce business costs. Transportation-related functions performed by other departments could be made more efficient, simplified, or abolished. These tasks could also be reviewed to make them of greater value to MDOT and road and transit users.

The first alternative is always available to the Legislature, subject to budget demands. In the current budget environment, MDOT does not recommend this alternative. For this report, MDOT did not consider alternatives which require increasing taxes or user fees.

This report covers the second alternative, to reduce costs and improve efficiency or quality of service for the interdepartmental transfers of greatest importance to MDOT. Some of the recommended improvements will require legislative action to reduce program complexity.

Interdepartmental grants that come “off the top” of the MTF cover the costs of collecting revenue that is distributed to MDOT and to Michigan’s 83 county road commissions, 535 villages and cities, and transit agencies that receive distributions of MTF revenue under Act 51 of 1951. All these stakeholders are impacted by interdepartmental grants; higher than necessary IDG’s mean less funds for roads, streets, bridges, and transit.

Review of interdepartmental services is already under way by the Michigan Department of Transportation and the other departments involved. MDOT intends to expand its oversight of other department use of transportation-related funds through negotiating memoranda of agreement (MOAs) with these departments, by specifying performance standards for these functions. This process has been completed for the services provided by the Department of Environmental Quality. Process redesign is under way for the traffic-crash statistics process in the Department of State Police. In the near future there will be other process-redesign work for the Department of State Police in the area of pavement weight enforcement (funded from the State Trunkline Fund and not the MTF). In the near future, MDOT will work collaboratively with the Departments of Treasury and State to apply process reengineering efforts to reduce collection costs.

## Department of State

The largest MTF interdepartmental grant is to the Department of State for collection of vehicle registration, title fees, dealer licensing, driver improvement, and driver license appeals.

In Fiscal 2001, revenues of \$806,937,166 were collected from 10,526,737 plate transactions, and revenues of \$38,333,142 were collected for 3,237,957 title transactions. The cost of these operations was \$95,279,626. This equaled 11 per cent of the revenues collected, at an average transaction cost of \$6.92. In Fiscal 2003, the appropriation is \$94,500,000. Appendix II shows appropriations and actual costs since Fiscal 1996.

Several kinds of transactions besides vehicle registrations are chargeable to the MTF. The most recent cost-allocation study of the Department of State's use of MTF funds found it appropriate to charge the MTF for these expenses in Fiscal 2001:

### DEPARTMENT OF STATE EXPENSES CHARGEABLE TO MICHIGAN TRANSPORTATION FUND, FISCAL 2001

Motor-vehicle registration	\$59,426,277	60.87%
International Registration Plan	2,031,954	2.08
Motorcycle registration	559,756	0.57
Motor-vehicle titles	27,700,637	28.37
Motorcycle titles	613,638	0.63
Dealer licensing	4,947,364	5.06
Driver Improvement	1,324,220	1.36
Driver license appeals	<u>1,029,049</u>	<u>1.05</u>
Total	<u>\$97,632,895</u>	100.00%

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Source: "Michigan Department of State Cost Allocation Project, Fiscal 2001 – Executive Summary" by Maximus, Inc., Sept. 15, 2002, page 8.

In most years, 100 percent of this cost is paid from the MTF and none from the General Fund. Between 1998 and 2000, the General Fund subsidized Department of State collection costs. In 2002, General Fund subsidy for Department of State costs was withdrawn by executive order.

In 1987, most (but not all) classes of vehicle registration fees were increased by \$5.00 to partially defray the cost of collection. This surcharge generates approximately \$40 million annually, which offsets part of the interdepartmental grant to the Department of State.

License plate registration serves several public functions. Plates identify vehicles for law-enforcement purposes. Registration is the means of enforcing the requirement to obtain vehicle insurance, and may be rescinded as a penalty for drunk driving. Finally, plates are proof of payment of part of Michigan's road-use fees. For the purpose of Act 51 distribution, the Department of State tabulates fees by county of residence.

The \$94.5 million/year transfer to the Department of State covers a share of branch-office and overhead costs allocated to license plates and motor-vehicle titles. The cost allocation that attributes costs to MTF-related functions is reviewed regularly. MDOT is not aware of any study being conducted of alternative, lower-cost ways of collecting road-user fees. It may be possible to change registration and title procedures, and to simplify the dozens of categories of vehicle registration. Suggestions for operational improvements can be developed collaboratively with the Department of State; however, MDOT believes structural cost reductions will require legislative changes.

Below, MDOT offers several examples of the possible cost reductions that we will investigate with the Department of State. In negotiation over the memorandum of agreement covering the Department of State transfer, we will jointly determine whether these options are feasible:

- **Develop Cost Containment Plan for Department of State**

MDOT is committed to continue to work collaboratively with the Department of State to help contain the costs allocated to the MTF. The two departments believe they can come up with ways to reduce the costs of registration-fee collection, possibly making use of MDOT's "process re-engineering" approach to systems design.

- **Determine the Unit Cost of Each Transaction; Abolish High-cost Transactions**

Calculation of the unit cost of each transaction type will enable evaluation of whether high-cost transactions can be consolidated, modified, or eliminated. Legislative changes may be needed to accomplish these changes. (A list of some of the provisions of Michigan law governing vehicle registration and titling is included as appendix III).

- **Multi-year Registrations**

Transaction costs might be reduced by renewing registrations for more than a year at a time. At present, 5-year registrations are available only for trailers. Legislation has been introduced in the current and previous sessions to require two-year registrations for light vehicles. Other changes to registration law might be possible.

## **Department of Treasury**

The Department of Treasury is the other agency reimbursed for the cost of collecting MTF revenues. In Fiscal 2002 the reimbursement was \$6,670,498 (appropriation of \$8,000,000), which is typical for recent years. The amount appropriated rose to \$10,225,000 in Fiscal 2003, including a one-time interdepartmental grant of \$2,000,000 to develop software for computerizing the fuel-tracking process, which is deposited directly in the MTF.

Reform of Michigan's diesel-fuel tax system takes effect on April 1, 2003. Fuel retailers and thousands of truck operators will no longer file monthly and quarterly tax returns and refund requests, greatly easing the accounting, auditing, and collections burden on taxpayers and the Department of Treasury. This should reduce the cost of administering the motor carrier and motor fuel taxes in future years, especially when combined with automation of fuel records.

Based on these reforms and improvements, it may be possible to reduce the cost of motor fuel tax collection in future years. In negotiations over the MOU covering the Treasury transfer, MDOT will work with Treasury to further reduce the interdepartmental grant to Treasury:

- **Conduct Cost-allocation Study**

Work with Treasury to identify a cost-allocation methodology that make it possible to identify high-cost transactions.

- **Develop a Cost-containment Plan for Motor-fuel Tax-collection Expenses**

MDOT will work with the Department of Treasury to maximize efficiencies from the recent diesel-fuel tax reform and new fuel-tracking system.

## Department of State Police

The interdepartmental grant from the State Trunkline Fund (STF) to the Department of State Police pays for two road-related functions:

Recording of traffic-crash information – \$330,000/year

Truck weight and size enforcement by the Motor Carrier Division (MCD) – \$6,500,000/year. The STF also provides up to \$1,340,000 in matching funds for federal aid from the Motor Carrier Safety Assistance Program (MCSAP) for truck-safety enforcement.

Construction-zone enforcement is accomplished by the payment of State Police overtime, and is covered by per-project agreements at a cost of up to \$700,000.

Below are three examples of how memoranda of agreement and process re-engineering are reducing the size of interdepartmental grants, and increasing the value of services received:

- **Improve Processing of Crash Records**

Handling of traffic-crash records for all police agencies statewide is the subject of a process redesign by Michigan Department of Transportation, Michigan State Police, and Department of State traffic-safety and data-processing personnel. This is expected to substantially improve the timeliness and quality of crash information. These statistics help all road agencies prioritize safety projects, and let police agencies target high-crash locations for enforcement, and manage driver-improvement programs.

- **Manage Funds Available for Truck Enforcement**

The truck-enforcement budget comes from several sources besides the STF. This was addressed for the first time in the memorandum of agreement between MDOT and MSP in Fiscal 2002. Federal aid should be obligated first, then state funds in the order of school-bus inspection funds, Truck Safety Commission funds, Michigan Public Service Commission Funds (unused funds lapse to the MTF) and then the STF grant.

- **Manage Motor Carrier Enforcement; Develop Performance Measures for Motor Carrier Enforcement Activities**

Truck weight and size enforcement strategy should be jointly designed by MDOT and MCD so as to provide maximum protection for highway pavements and the safety of the traveling public. MDOT will work with the Motor Carrier Division to develop statistically-based measures of performance to guide truck enforcement, and make use of new truck-monitoring technology now being installed by MDOT.

## **Department of Environmental Quality**

Eleven positions in the Department of Environmental Quality (DEQ) are funded from the Michigan Transportation Fund. The personnel in these positions process inland-lakes, wetlands and floodplain permit applications from the Michigan Department of Transportation, and from county road commissions and cities and villages for road and other transportation projects.

The \$884,800 transfer in the current year includes approximately \$500,000 for the usual fees charged to all permit applicants. The remainder of the transfer (approximately \$384,800) provides for expedited handling of permits for state and local road agencies. It also provides a single point of contact for Act 51 road agencies with DEQ on non-permit matters regulated by DEQ. As well as processing permits, these positions act as a liaison with DEQ on behalf of MDOT and local road agencies.

The DEQ interdepartmental grant is covered by a memorandum of agreement with MDOT. This memorandum of agreement was recently renegotiated and includes performance standards for the DEQ staff dedicated to transportation permits. This process established the model for negotiating memoranda of agreement with other IDG recipients.

**Other Departments of State Government —  
Legislative Auditor General, Attorney General, Department of Civil Service,  
Department of Management and Budget**

These departments provide administrative support to the Michigan Department of Transportation, including financial oversight, legal advice, personnel services, and office space.

Grants to these departments are at rates standard for the entire state government. There is no obvious alternative to interdepartmental grants to cover the costs of providing these routine services to the Michigan Department of Transportation, other than to pay these costs from the state General Fund, or to reduce the expenditures for these services government-wide. There is little or no prospect of obtaining these services from other sources.

The grant to the Attorney General is an annual appropriation based on an estimate by the Attorney General of the amount likely to be needed. The actual amount transferred is determined by the amount actually used by the Attorney General's staff in representing the Department in legal matters in each year.

The grant to the Auditor General is based on estimates of audit activity to be conducted in the coming year.

The amount transferred to the Department of Civil Service is one per cent of each department's payroll amount, as fixed in the Constitution.

The amount of the grant to the Department of Management and Budget is at a fixed amount per square foot of office space and the statewide cost allocation plan.

## **Summary and Recommendation**

To ensure that interdepartmental grants are used cost-effectively and that transportation funds are maximized, MDOT and other departments of state government will continue to work collaboratively to contain the costs of operations and reduce interdepartmental grants from restricted transportation funds.

In the course of negotiating memoranda of agreement covering interdepartmental grants, MDOT will work jointly with other departments to develop cost-containment plans to assure that services are provided to MDOT in the most cost-efficient manner. MDOT will also work with other departments to agree on performance measures to specify the quality of services received.

The cost of collecting Michigan Transportation Fund revenues now exceeds \$100,000,000 per year. This suggests that Michigan's methods of collecting road-user fees should be the subject of basic, structural cost-reduction efforts. Over the long term, MDOT will work with IDG recipients to identify high-cost operations and review what other states are doing to contain costs. MDOT and other agencies will conduct process re-engineering efforts to address high-cost operations where permitted under existing law, and will recommend legislation where statutory changes are needed.

## Appendix I

### RELATED REPORTS

Public Act 561 of 2002 requires three other reports from other departments on interdepartmental grants of transportation funds:

#### Report by Auditor General on Interdepartmental Grants – by March 1, 2003 – Auditor General

Sec. 306. From the funds appropriated in part 1, the auditor general shall conduct an audit of charges to transportation funds by state departments. The auditor general shall prepare a detailed report, with recommendations and conclusions, including a list of services charged to transportation funds, the appropriateness of those charges, and the cost allocation methodologies used in determining the level of funding, and provide the report, upon request, to any member of the senate and house of representatives and to the senate and house fiscal agencies by March 1, 2003.

#### Reports on Uses of Interdepartmental Transfers – Annually, before April 1 – by other departments

Sec. 504(3). At the close of each fiscal year and before April 1, each state agency receiving an interdepartment and statutory contract from the department shall submit a written report to the department, the state budget director, and the house and senate fiscal agencies stating by spending authorization account the amount of estimated funds contracted with the department, the amount of funds expended, and the amount of funds returned to the transportation funds. A copy of the report shall be submitted to the auditor general and the report shall be subject to audit by the auditor general.

#### Costs of Specialty License Plates – annually – by Department of State

Sec. 505. (1) Of the amount appropriated in part 1 from the Michigan transportation fund to the department of state, \$186,600.00 represents the additional cost of issuing specialized license plates for veterans and national guard members, as included in sections 803i, 803j, 803k, and 803l of the Michigan vehicle code, 1949 PA 300, MCL 257.803i, 257.803j, 257.803k, and 257.803l, and \$187,600.00 represents the additional cost of issuing generic license plates for nonprofit fraternal or public service organizations, as included in section 803m of the Michigan vehicle code, 1949 PA 300, MCL 257.803m.

(2) In addition, commemorative and specialty license plate fee revenue collected by the department of state and deposited into the Michigan transportation fund is authorized for expenditure by the department of state up to the amount of revenue collected, but not to exceed \$2,147,300.00 for commemorative plates and \$3,915,000.00 for specialty plates. These amounts are appropriated to the department of state in part 1 to administer the commemorative and specialty license plate programs pursuant to section 225 of the Michigan vehicle code, 1949 PA 300, MCL 257.225.

Sec. 505 (3) The department of state shall prepare an annual report on the number of, and the additional costs associated with, these license plate programs to the department, the state budget director, the house and senate fiscal agencies, and the chairpersons of the house of representatives and senate appropriations subcommittees on transportation.

Appendix II

DEPARTMENT OF STATE INTERDEPARTMENTAL GRANTS  
 APPROPRIATION vs. ACTUAL COSTS

Department of State Funding from MTF (\$ million)				Amount Chargeable to MTF	
Fiscal Year	Appropriation *	Actual Charges to MTF	General Fund Subsidy	According to Cost-allocation Study	MTF Revenue Collected by DOS
FY 1996	\$81.6	\$79.4	\$0.1	\$79.5	\$617.0
FY 1997	\$86.3	\$82.0	\$4.5	\$86.5	\$646.5
FY 1998	\$43.9	\$35.7	\$47.7	\$83.4	\$720.4
FY 1999	\$47.1	\$37.3	\$48.2	\$85.5	\$765.7
FY 2000	\$56.8	\$46.5	\$39.7	\$86.2	\$810.2
FY 2001	\$54.9	\$49.1	\$48.5	\$97.6	\$832.5
FY 2002	\$95.8	\$87.9	N/A	N/A	\$885.4

\*Adjusted for supplemental appropriations

Appendix III

PARTIAL LIST OF MICHIGAN LAWS GOVERNING  
LICENSE PLATES, VEHICLE-REGISTRATION FEES  
AND TITLE FEES

MCL

Section 257.

Registration Fees

- 205 Location of Secretary of State offices
- 216 Vehicles not required to have plates
- 217a Amateur radio plates, \$2.00 service fee
- 217d Congressional Medal of Honor plate, no fee
- 217m Red Cross and Salvation Army fund-raising plate, \$25 donation, \$10 annual fee
- 224,5 Registration plates generally; increase in transfer fees for TEDF
- 226 State legislator (SEN or REP) plate expiration
- 226(8) Half-year commercial registrations. Increased by \$10, credited to MTF to cover cost of issuance, also 802(1).
  - (9) 14-day plates for vehicle delivery. Increased by \$10, credited to MTF to cover cost of issuance, also 802(3).
- 227 Application for renewal of registration, presentation of title and proof of insurance (may be waived).
- 243 Temporary permits for nonresident vehicles. Increased by \$20, credited to MTF, to cover the cost of issuing permits, also 802a.
- 244 Manufacturer, transporter, and dealer plates, \$15 each for first 3 plates, \$8 for additional plates, 803.
- 801(1)(a) Weight-based fees, pre-1984 automobiles and trucks under 5,000 lbs.:
  - (b) Trailer coaches, 76 cents per 100 lbs. of empty weight
  - (c) Farm trucks, 74 cents per 100 lbs. of empty weight
  - (d) Wood-hauling and milk-hauling trucks, 74 cents per 100 lbs. of empty weight
  - (e) Hearses not owned by lessors, \$1.17 per 100 lbs. of empty weight
  - (f) Municipal, college, and other publicly-owned vehicles \$5.00. Vehicles operating under municipal franchise, \$0.80 to \$1.25 per 100 lbs. of empty weight
  - (g) Nonprofit vans, \$10
  - (h) Various classes of nonprofit organizations, \$10
  - (i) Trucks owned by church, Red Cross or Scouts, \$0.65 \$1.25 per 100 lbs. of empty weight
  - (j) Under-8,000-lb. trucks, or trucks used to tow recreational trailers, \$38, or varying amounts per 100 lbs. of empty weight
  - (k) Elected gross weight, for combinations of any weight, or any truck over 8,000 lbs., \$491 to \$3,117

- (l) Trailers, all, \$17 to \$39 by empty weight. May be paid in 5-year increments, Sec. 801d. May be paid in 6-month increments for recreational trailers under 1,500 lbs.
- (m) Buses hauling passengers for hire, \$1.76 to \$3.25 per 100 lbs. of empty weight
- (n) Motorcycles, \$23 plus annual increases indexed to personal income  
Motorcycle safety fund, \$3 surtax.
- (o) Moving vans over 8,000 lbs., 80% of elected-GVW weights under 801(1)(k)
- (p) obsolete
- (q) *Ad valorem* fees, automobiles and trucks under 5,000 lbs. for 1984 and newer model years, 0.5% of list price, reduced to 72.9% after 4 years.
- (r) Wreckers, \$200
- (s) Weight determination and rounding to whole dollars
- 801(3) \$5 fee increase credited to MTF to pay for costs of registration under Secs. 801(1)(b), (c), (d), (e), (f), (i), (j), (m), (o), and (q).
- 801a Truck-mounted feed mills for grinding feed used on farms and not for resale
- 801b Refunds upon disability or death of a spouse
- 801e Moped, \$15 for three years
- 801g International Registration Plan apportioned registration (interstate trucks)
- 801h Fleets of 25 or more vehicles
- 802 Part-year and temporary registration fees
- 803a Historic vehicles, limited use, \$30 for 10 years
- 803b Personalized plates \$30 to issue, \$15 to renew; administrative costs to Department of State, additional amounts to MTF, with use of STF share limited to litter pickup.
- 803d Handicapped plates
- 803e Special plates, \$5 service fee:
  - (1) Ex-POW plates
  - (2) World War I veterans
  - (3) Pearl Harbor survivors
  - (4) Combat wounded veterans (Purple Heart)
- 803f Totally-disabled veterans, \$5 service fee
- 803g Members of Congress
- 803h Handicapped tabs
- 803i Special plates for current or former military personnel, \$5 service fee:
  - (1) National Guard
  - (2) Military reserve
  - (3) Honorably discharged service veterans
- 803j Korean-war veterans, \$5 service fee
- 803k Vietnam-war veterans, \$5 service fee
- 803l World War II veterans, \$5 service fee
- 803m Nonprofit fraternal or service organizations, \$500 service fee, plus \$25 application fee per plate
- 803n Grenada, Panama, Lebanon, or Persian Gulf war veterans, \$5 service fee
- 803o Active-duty veterans, \$5 service fee
- 803p Period plates for historic vehicles, limited use, \$35 permanent

- 804 Replacement plates, \$5 fee, plus \$5 for commemorative plates or \$10 for fraternal plates
- 811c Olympic training center plates, \$25 credited to training center after deduction of costs
- 811d-n University and other fund-raising plates, \$10 fee, \$25 donation.  
 Water quality, wildlife habitat, agricultural heritage, lighthouses, veterans' memorial, children; Central Michigan University, Eastern Michigan University, Ferris State University, Grand Valley State University, Lake Superior State University, Michigan State University, Michigan Technological University, Northern Michigan University, Oakland University, Saginaw Valley State University, the University of Michigan, U of M Dearborn, U of M Flint, Wayne State University, Western Michigan University
- 811g Second plates to match fund-raising plates, \$10 fee, \$25 donation  
 Patriotic plates
- 818 Report transaction costs to taxpayers and legislature

Title Fees

- 217 Application for title
- 806 \$10 fee for certificate of title, \$5 for fast service, \$1.50 surtax for tire disposal
- 807 Auto dealer and parts dealer license fees
- 808 Lien fees
- 809 Fee for transfer of registration, \$8
- 810 All title, transfer, lien, and dealer-license fees credited to MTF
- 810a Title-fee surtax for anti-theft efforts, \$0.50
- 818 Report transaction costs to taxpayers and legislature
- 819 Direct increases to Transportation Economic Development Fund, \$2,500,000 to General Fund and not more than \$1,000,000 to the Gasoline Inspection and Testing Fund