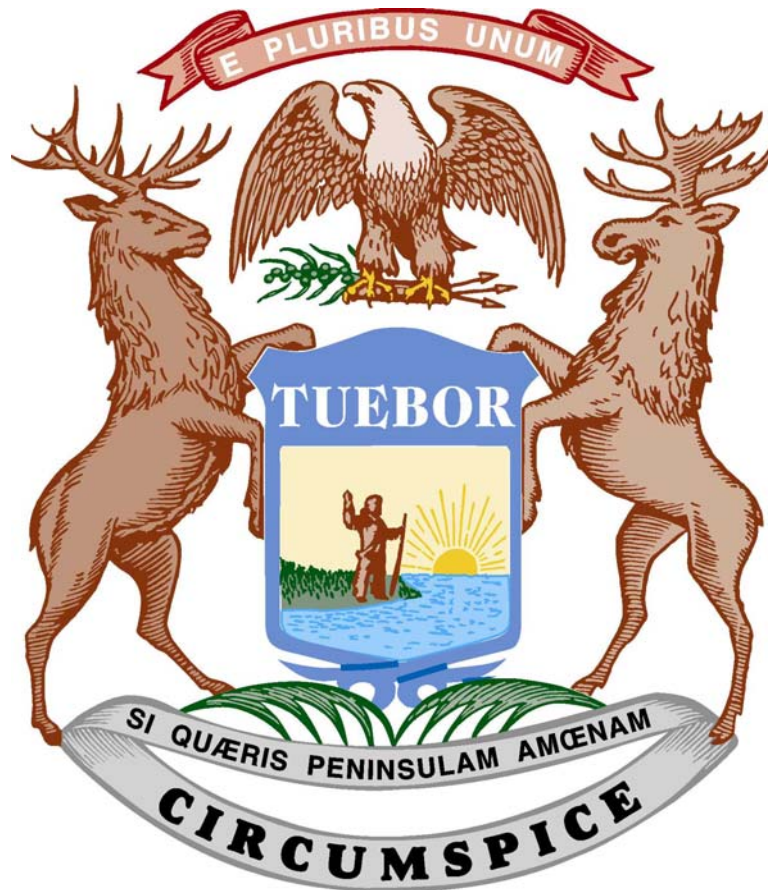
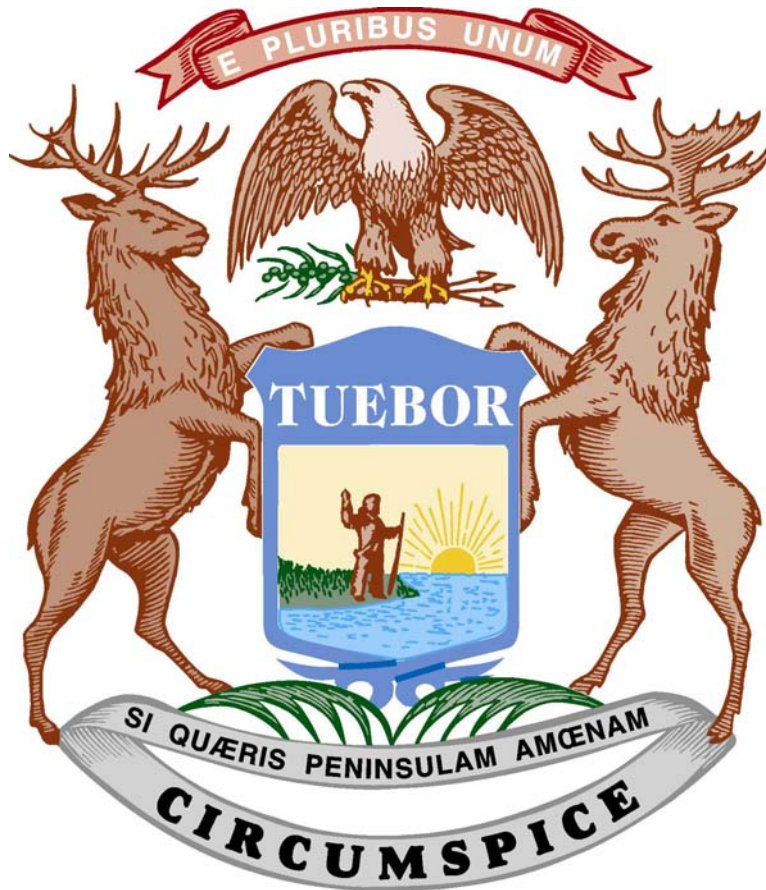


MICHIGAN'S MOTOR FUEL AND REGISTRATION TAXES FY 2003 - 2004



**Tax Analysis Division
Bureau of Tax and Economic Policy
Michigan Department of Treasury
February 2006**

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EXECUTIVE SUMMARY
Michigan's Motor Fuel and Registration Taxes
Fiscal Year 2003-04

Michigan's transportation system receives funding from three major sources: state motor fuel taxes, state motor vehicle registrations and fees, and federal highway fuel taxes. Transportation revenues totaled \$3.2 billion in fiscal year (FY) 2003-04 including proceeds from bond sales.

Federal funds provided \$941.2 million for Michigan's transportation system in FY 2003-04. The federal government provides this revenue on a matching basis, reimbursing usually 80 percent of the cost of certain projects on federal-aid-eligible roads. Federal funds are also allocated to local governments.

Gasoline tax collections totaled \$932.1 million in FY 2003-04. With a 19 cent per gallon tax, the yield per 1 cent of tax was \$49.1 million. Gasoline tax revenues were down \$3.5 million from the prior fiscal year.

Diesel tax collections in FY 2003-04 totaled \$140.5 million. Diesel fuel is taxed at 15 cents per gallon. The yield per 1 cent of tax was \$9.4 million.

State motor vehicle registration taxes provided \$933.8 million in FY 2003-04. Other license and permit fees and miscellaneous sources of revenue provided an additional \$129.6 million in FY 2003-04.

In August 2005, the U.S. average combined state and federal gasoline tax was about 40 cents per gallon (rounded to the nearest penny). The federal tax is 18.4 cents per gallon and the average state tax is about 21.6 cents per gallon. The combined U.S. tax is considerably lower than other countries. For example, the United Kingdom's tax rate is \$4.10 per gallon and Japan's tax rate is \$2.06 per gallon.

In 2005, local governmental units in 9 states levied a local gasoline tax. No local units in Michigan may levy a gasoline tax. Michigan is one of seven states that impose a sales tax on gasoline. There are no toll roads in Michigan, while 28 other states collect revenue from toll roads. Michigan and seven other states operate crossing facilities (bridges, tunnels, and ferries). Michigan currently operates three toll bridges.

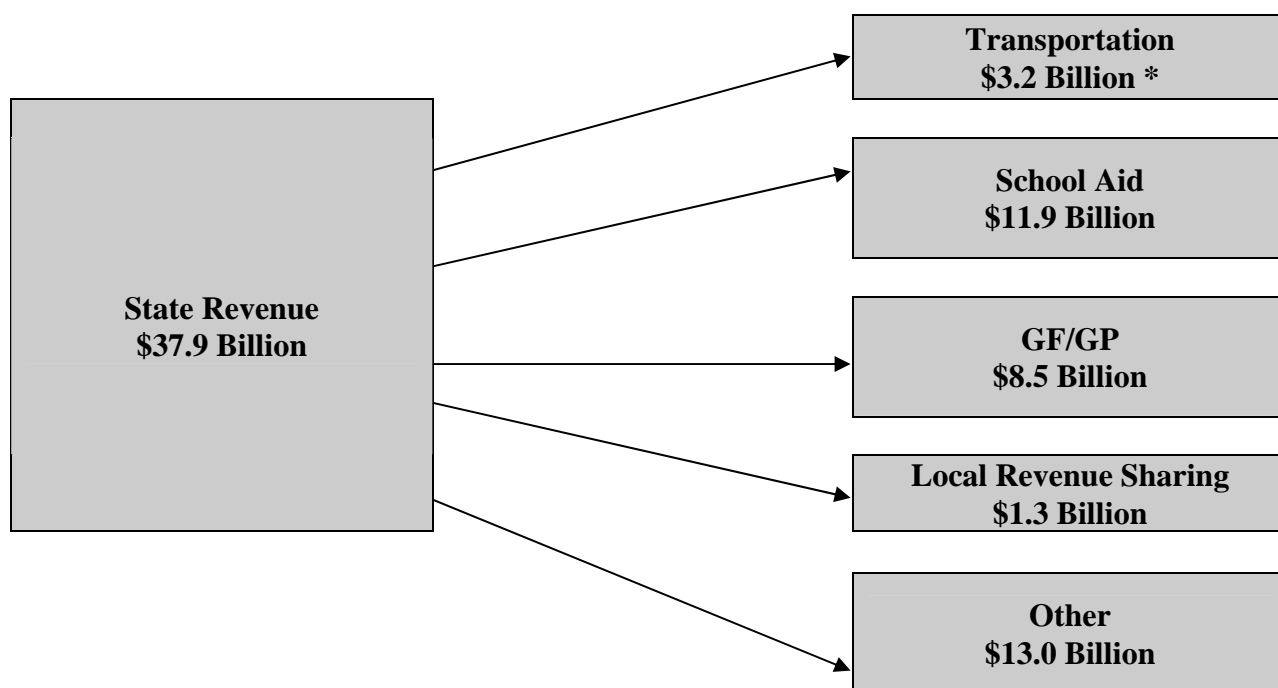
Michigan local governments received over \$1.5 billion of Michigan Department of Transportation transfers in FY 2003-04, 53.1 percent of the total.

The Motor Fuel Tax Act was recodified by Public Act 403 of 2000 and Public Acts 667 - 669 of 2002 simplified the taxation of diesel tax for motor carriers. Both are discussed in greater detail in Section 7.

1. INTRODUCTION

Transportation taxes and fees are an integral part of the State of Michigan revenue system. In FY 2003-04, transportation revenues were \$3.2 billion or 8.4 percent of total state revenue of \$37.9 billion (see Exhibit 1). Revenues from other major taxes are distributed to the School Aid Fund (\$11.9 billion), General Fund/General Purpose (\$8.5 billion), Local Revenue Sharing (\$1.3 billion) and Other Special Purpose Funds (\$13.0 billion).

**Exhibit 1
Where State Revenue Goes
FY 2003-04**



Note: * Does not include \$32.4 million in bond proceeds included in the Comprehensive Annual Financial Report figures.

Source: Michigan Executive Budget FY 2006, Michigan Department of Management and Budget.

Transportation revenues are derived primarily from motor fuel taxes, vehicle registrations, licenses and permits, and federal aid. In FY 2003-04 these sources and bond proceeds provided \$3.2 billion to Michigan's transportation funds (see Exhibit 2). Motor fuel taxes provide the largest component of transportation revenues with the yield per penny of gasoline tax equaling \$49.1 million (see Exhibit 3).

Exhibit 2
Transportation Revenues
FY 2003-04
(millions)

Revenue Sources		Fund	
Gasoline Tax	\$932.1	State Aeronautics Fund	\$134.9
Liquified Petroleum Gas (LPG) Tax	0.6	State Trunkline Fund	690.1
Diesel Fuel Tax and Motor Carrier Fuel Tax	140.5	Michigan Transportation Fund	2,061.6
Aviation Fuel Tax	7.7	Comprehensive Transportation Fund	99.8
Sales Tax	65.0	Combined State Trunkline Bond Proceeds Fund	34.5
Vehicle Registrations	933.8	Combined Comprehensive Transportation Bonds Proceeds Fund	1.2
License and Permits	70.9	Transportation Related Trust Funds	259.2
Miscellaneous Including Interest Earnings	59.2		
Local Agencies	130.3		
Federal Aid	941.2		
Total	\$3,281.3	Total	\$3,281.3

Note: This total includes \$32.4 million from Bond Proceeds and Transportation Related Trust Funds used to fund expenditures in FY2003-04 not included in Exhibit 1.

Source: Michigan Comprehensive Annual Financial Report, Fiscal Year 2003-04.

Transportation taxes are levied to pay for roads, highways, bridges, and public transportation throughout the state. The proceeds from these taxes cover costs associated with the maintenance of existing infrastructure and the construction of new roads and bridges. The typical way to fund transportation systems is to impose a user fee based on road use. User fees are a price paid for a good or service provided by the government. Examples include toll roads and toll bridges. For road use, the user fee could be based on an overall measure of miles driven and damage done to roads from the weight of vehicles. Motor fuel taxes act as proxies for miles driven and weight of the vehicle. In most cases, road use is related to an individual's consumption of motor fuel. Although the relationship is not perfect, because some vehicles are more fuel efficient and some vehicles

damage roads to a greater extent, these motor fuel taxes and registration fees remain the most common methods to generate revenues to pay for roads, bridges, and highways.

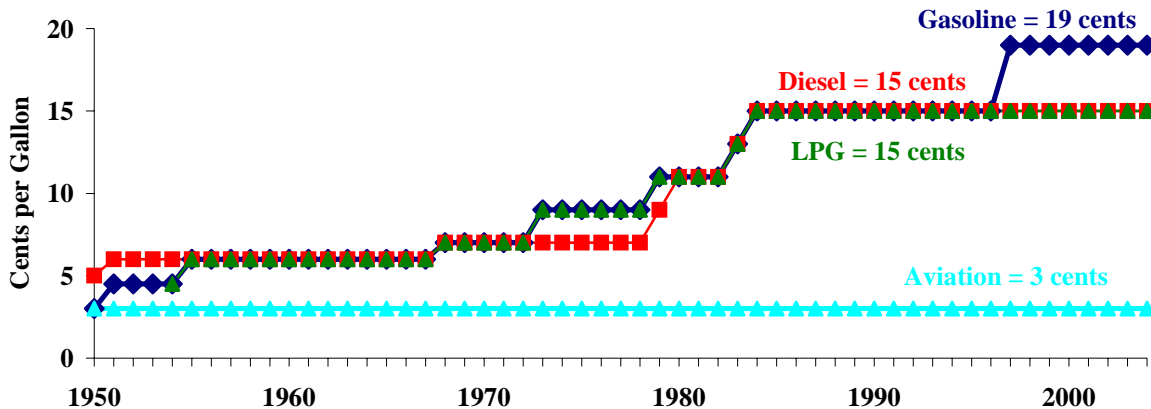
**Exhibit 3
Motor Fuel Tax Revenue Yields
FY 2003-04**

<u>Fuel</u>	<u>Revenue</u>	<u>Rate (cents)</u>	<u>Revenue Per Penny</u>
Gasoline	\$932,139,677	19	\$49,059,983
Diesel	140,491,581	15	9,366,105
Aviation	7,721,014	3	2,573,671
LPG	623,861	15	41,591

Source: Tax Analysis Division, Bureau of Tax and Economic Policy, Michigan Department of Treasury.

Gasoline is taxed by both an excise tax levied on the total number of gallons purchased and a sales tax levied on its price. Consumption taxes fall into two general categories: ad valorem and unit or excise taxes. Ad valorem taxes charge consumers a specific rate equal to a proportion of the price of a good, e.g., Michigan's six-percent sales tax. An excise or unit tax charges the consumer a fixed amount per unit of commodity sold. Thus, the excise tax liability is independent of the price of the good. Only the quantity purchased determines tax revenues. The 19 cents per gallon gasoline tax in Michigan is an example of an excise tax. Exhibit 4 provides a graphical illustration of changes in all motor fuel excise tax rates from FY 1950 to FY 2004, while Exhibit 33 (in the Appendix) presents a tabular chronological review of the same data.

**Exhibit 4
Motor Fuel Tax Rates**

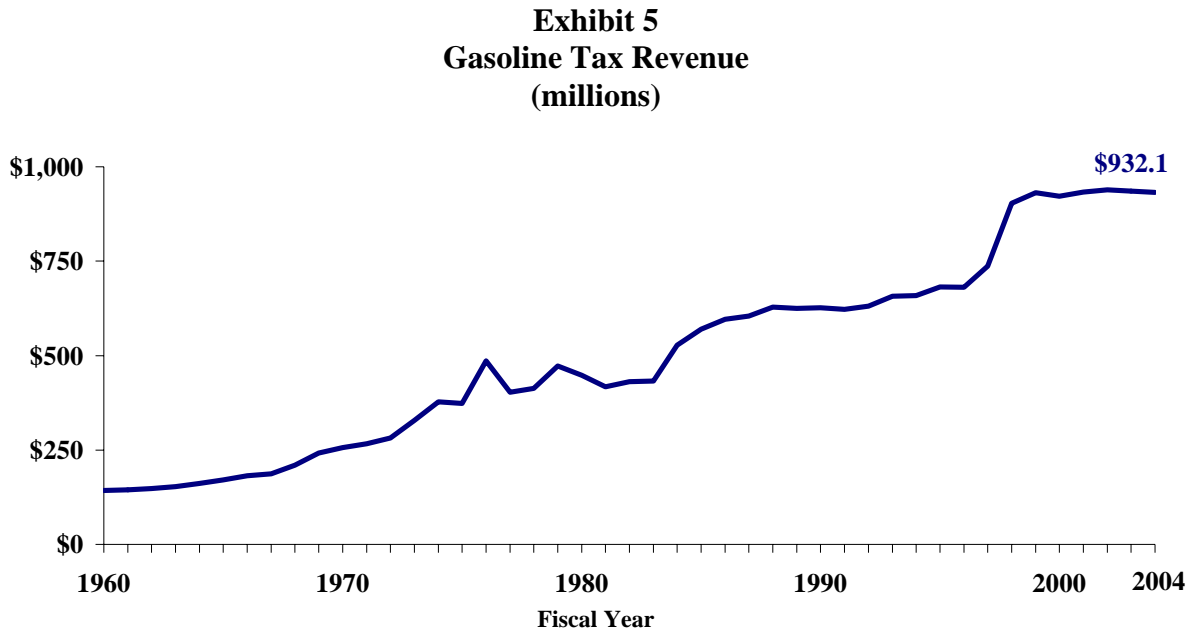


Note: Tax rates are at end of fiscal year.
Source: Michigan Department of Treasury.

2. GASOLINE TAX

Collections and Tax Rate

Gasoline tax collections totaled \$932.1 million in FY 2003-04, yielding \$49.1 million per one cent of tax levied. Exhibit 5 provides a 45-year history of collections.



Note: FY 1975-76 was 15-month fiscal year.

Source: Comprehensive Annual Financial Reports.

Gasoline tax revenues grew an average of 1.6 percent per year from FY 1984-85 to FY 1995-96, when the tax rate held constant at 15 cents per gallon¹. On August 1, 1997, the gasoline tax was raised to 19 cents per gallon. (Exhibit 4 provides a graphical illustration of all motor fuel tax rates from FY 1951 to FY 2004, and Exhibit 33 in the Appendix presents a tabular chronological review of the same data.) However, over the next half-year, the gasoline prices declined nearly 20 percent as the slowdown in the rest-of-the-world economy led to a softening of world oil prices. Despite the tax increase, low gasoline prices lead to a 2.6 percent increase in gallons sold during FY 1997-98 and a 23 percent increase in tax collections. As growth in the world economy accelerated in 1999, gasoline prices also rose sharply with the price more than doubling from February 1999 to June 2000. Average Michigan gasoline prices increased in FY 1999-2000 from \$1.08 to \$1.48 per gallon,

¹ The Michigan gasoline tax was enacted in 1925 at 2 cents per gallon. In 1927 the tax rate increased to 3 cents, where it remained until 1951, when it increased to 4.5 cents per gallon. After several increases over the 1951 - 1983 period, the tax rate increased to 15 cents per gallon in 1984, where it remained until 1997. Since August 1, 1997, (Public Act 83 of 1997), the gasoline tax rate has been 19 cents per gallon. Refiners or importers of gasoline must prepay the tax.

reaching a peak of \$1.57 per gallon in FY 2000-01, and declining in FY 2003-04 to \$1.31 per gallon. Conflict in Iraq and increasing demand from China, however, pushed oil prices to new highs, resulting in the average Michigan gasoline price increasing to \$1.74 in FY 2004. Exhibit 6 compares gallons of gasoline sold in Michigan (as reported to the Federal Highway Agency), gasoline tax revenue, and average price of a gallon of Michigan gasoline for selected fiscal years. Gasoline tax revenues are earmarked to the Michigan Transportation Fund (MTF) and distributed by statutory and constitutional formula to local units of government and state transportation funds. Suppliers are paid a 1.5 percent fee for the cost of remitting the gasoline tax to the state. Suppliers are required to pay one-third of the fee to retailers.

Exhibit 6
Michigan Gasoline Statistics
Selected Fiscal Years

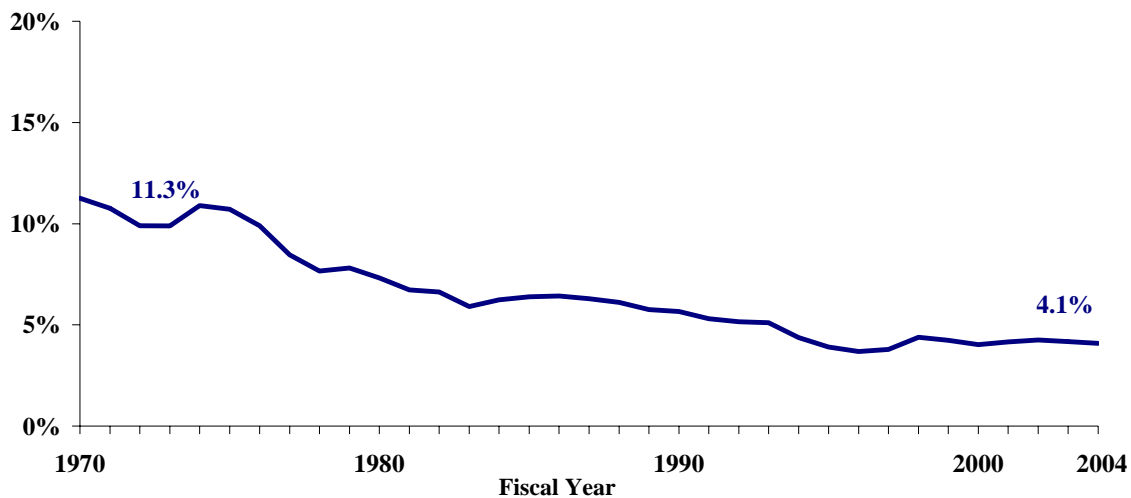
<u>Fiscal Year</u>	<u>Gallons</u>	<u>Tax Revenue</u>	<u>Average Price per Gallon of Michigan Gasoline</u>
1985	3,867,627,365	\$569,708,205	\$1.26
1990	4,194,894,390	626,229,262	\$1.12
1991	4,175,788,031	622,513,663	\$1.21
1992	4,202,465,843	631,024,833	\$1.10
1993	4,242,283,180	657,191,544	\$1.08
1994	4,494,366,161	658,877,569	\$1.06
1995	4,510,953,745	681,711,071	\$1.10
1996	4,577,048,759	680,586,256	\$1.17
1997	4,644,262,717	736,316,612	\$1.23
1998	4,766,365,149	903,542,085	\$1.09
1999	4,981,820,560	931,031,120	\$1.08
2000	4,966,525,045	921,991,065	\$1.48
2001	5,045,764,126	933,494,040	\$1.57
2002	5,001,188,590	938,911,784	\$1.31
2003	5,049,665,389	935,671,742	\$1.55
2004	4,993,695,860	932,139,677	\$1.74

Source: Motor Fuel Division and Tax Analysis Division, Michigan Department of Treasury and Michigan Department of Transportation.

The demand for gasoline is relatively income inelastic as changes in income have only a small effect on the quantity purchased. As a result, gasoline tax revenues have not increased as fast as income growth. While Michigan personal income increased 22.3 percent from Calendar Year (CY) 1998 to CY 2004, gasoline tax revenue increased only 3.2 percent from FY 1998 to FY 2004. In part, the slower growth in gasoline tax revenues is because technological advances have made motor vehicles more fuel efficient.

The gasoline tax as a share of total state tax revenues has decreased over the past 30 years, partially because the tax rate did not change from 1984 to 1997, partially due to improved fuel efficiency, and partially because other new state taxes have been enacted. Exhibit 7 shows that gasoline tax revenues were 11.3 percent of total state tax collections in FY 1970 compared with 4.1 percent in FY 2004. While recent school finance reform enacted in FY 1994 increased total state tax collections, gasoline tax revenues had already declined to 5.1 percent of state taxes in FY 1993, less than half the amount compared to FY 1970. With the 1997 increase in the gasoline tax rate, gasoline tax revenues gained back some of the lost share. However, the share loss resumed in FY 1999. By FY 2001, the share of the gasoline tax as a percent of total state taxes had reached a plateau around 4.1 percent. Exhibit 7 illustrates the declining share of the gasoline tax as a percent of total state taxes.

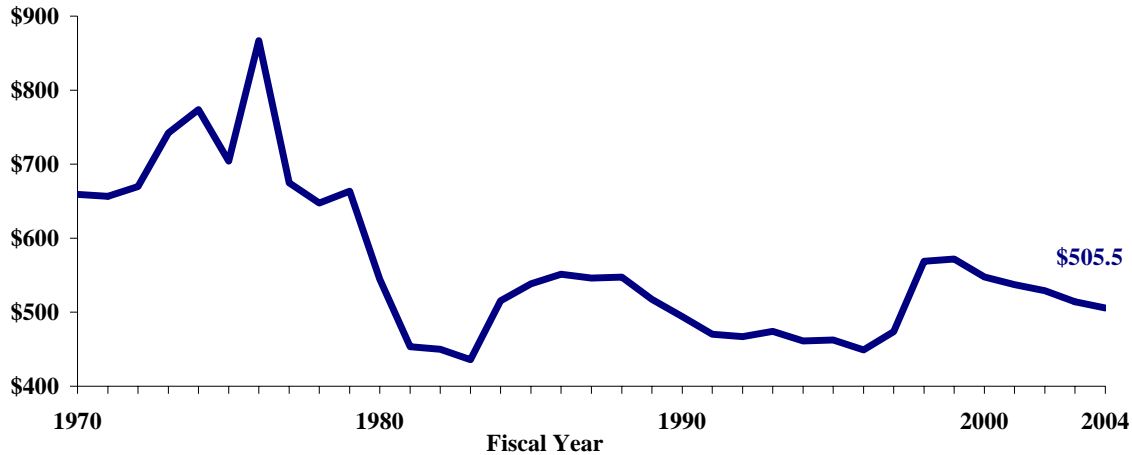
Exhibit 7
Gasoline Taxes as a Percent
of Total State Taxes



Note: FY 1975-76 was 15-month fiscal year.
Source: Comprehensive Annual Financial Report, various years.

Real gasoline tax revenues (adjusted for inflation) have decreased over time. Nominal FY 2004 revenues amounted to \$932.1 million, while real gasoline tax revenues (in 1982-84 dollars) were \$505.5 million. Despite the FY 1998 increase in collections reflecting the higher tax rate, real tax revenues declined at a 1.9 percent annual rate from the FY 1976 peak to FY 2004 (see Exhibit 8 and Exhibit 35 in the Appendix). Higher gasoline prices were responsible for the cutback in gasoline consumption in the past few years. As a result, real gasoline tax revenue declined 1.7 percent in FY 2004. Gasoline tax revenues have lagged behind inflation for two reasons. First, the tax is an excise tax, not an ad valorem tax. Second, increased fuel efficiency has slowed the growth in consumption. In contrast, indexed national construction costs for federal highways increased 2.5 percent per year during the CY 1997 to CY 2003 period.

Exhibit 8
Real Gasoline Tax Revenue
(adjusted for inflation)



Note: FY 1975-76 was 15-month fiscal year.
Source: Comprehensive Annual Financial Report, various years.

Fuel Economy and Prices

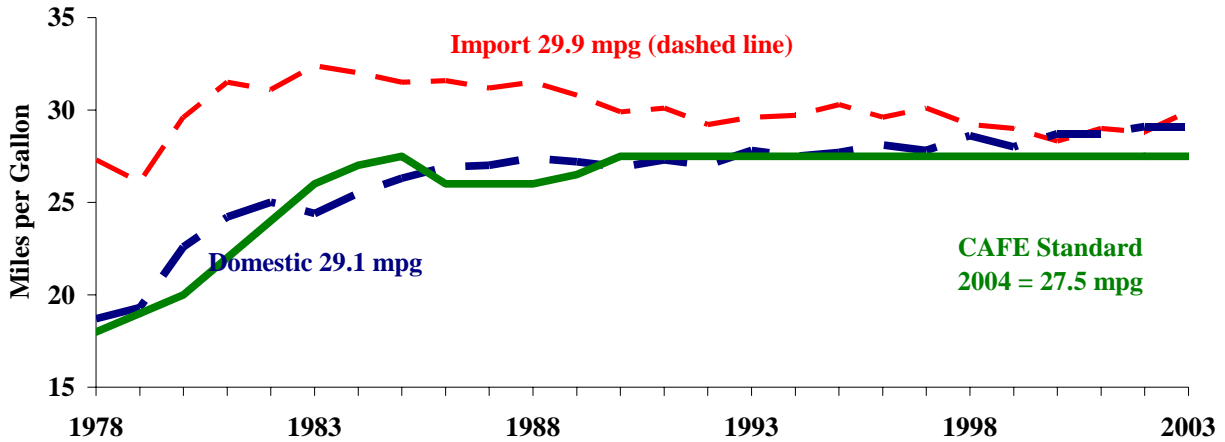
Improvements in motor vehicle fuel economy have clearly contributed to lower gasoline tax revenues. Possible oil shortages, higher gas prices, federal Corporate Average Fuel Economy (CAFE) standards, and technology advances have all led automakers to manufacture more fuel-efficient vehicles over the years. CAFE standards for cars have risen from 18.0 miles per gallon in 1978 to 27.5 miles per gallon currently (see Exhibit 9). In 2003, the domestic new car fleet average fuel economy remained unaltered at 29.1 mpg, while the import average increased from 28.0 in 2002 to 29.9 mpg.

Nationally, the average passenger car's gasoline consumption has decreased over the past 30 years. In 1970, the average passenger car consumed 760 gallons of gasoline per year in contrast to 588 gallons of gasoline consumed in 2003. This represents a 22.6 percent decline in consumption of gasoline per car. Travel per car is up from an average of 9,821 miles in 1970 to 11,939 miles in 2003, a 21.6 percent increase (see Exhibit 10). The fuel efficiency of the total fleet increased from 12.9 miles per gallon in 1970 to 20.3 miles per gallon in 2003, a 57.4 percent increase. Thus, with fuel efficiency gains outpacing vehicle miles traveled, overall gasoline consumption per vehicle has decreased, explaining slower growth in motor fuel revenues.

From January 1991 to December 1999, average Michigan gasoline prices fluctuated from \$0.92 a gallon to \$1.35 a gallon. In the spring of 2000, a combination of economic forces, system capacity constraints, and environmental regulations pushed the price of Michigan gasoline to a peak in June 2000, at \$1.95 a gallon. Between 2000 through 2002, Michigan average gasoline prices remained volatile, declining to a \$1.12 low in December 2000 to a \$1.889 per gallon high on June 2001. Since 2002, increased oil demand from China followed by conflicts in the Middle East, disruption of oil

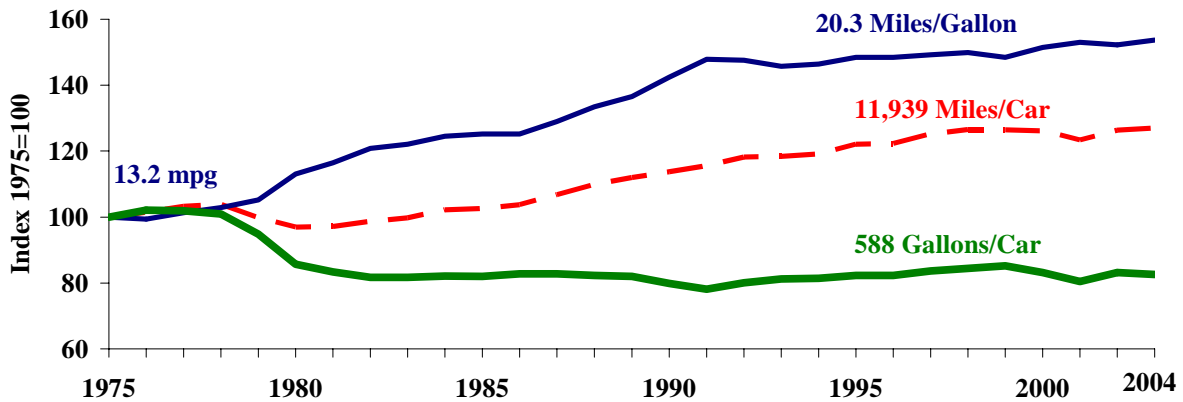
production in Russia, and recent restriction of refinery capacity in the Gulf of Mexico due to severe weather storms have pushed prices to new highs. Michigan average gasoline prices reached \$2.83 per gallon in September 2005, falling to \$2.17 by November 2005. Exhibit 11 shows the monthly fluctuations of the price of a gallon of Michigan gasoline between January 1982 to November 2005.

Exhibit 9
Average Fuel Economy
U.S. New Car Fleet



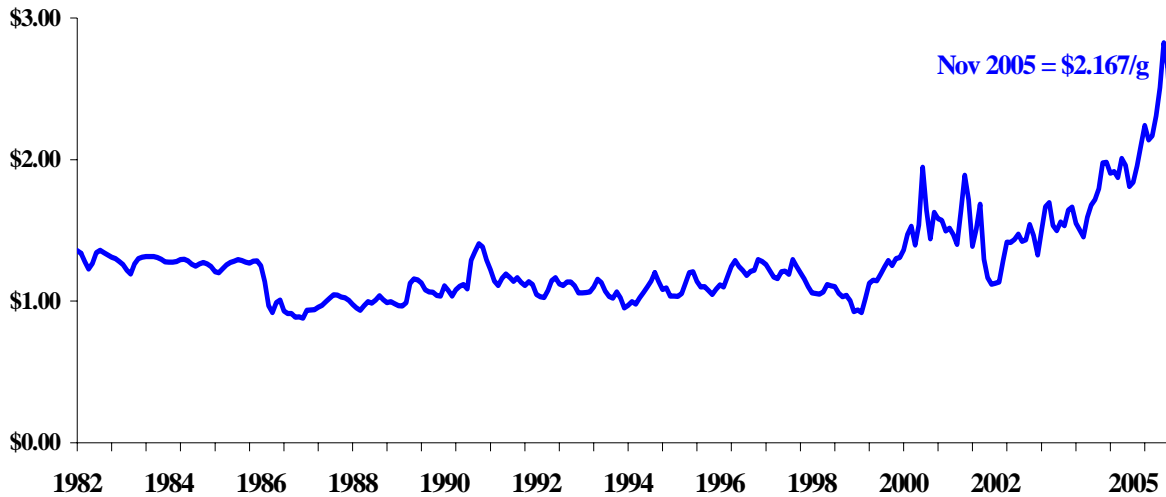
Source: U.S. Department of Transportation, National Highway Traffic Safety Administration.

Exhibit 10
Fuel Efficiency
Total U.S. Passenger Car Fleet



Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, various years.

Exhibit 11 Michigan Gasoline Price per Gallon



Source: Michigan Department of Transportation.

Sales Tax

Michigan levies a 6 percent sales tax on the pump price of motor fuel, excluding state motor fuel taxes. Seven states, including Michigan, levy a sales tax on motor fuel. For FY 2004, 24.0 percent of one-cent of all auto-related sales tax collections (including the sales tax on motor fuel) is distributed to the Comprehensive Transportation Fund (CTF)². The remaining auto-related sales tax collections go to the School Aid Fund and local government revenue sharing. In FY 2003-04, the CTF sales tax transfer was \$65.0 million.

Purchasers of gasoline from a refiner, pipeline terminal operator, or marine terminal operator must prepay state sales tax equal to 6 percent of the statewide average retail price of a gallon of self-serve unleaded regular gasoline as determined by the Department of Treasury. With the fluctuations in gasoline prices the past two years, the prepay sales tax amount has ranged from 4.6 cents a gallon in August 1999 to 8.1 cents a gallon in March 2001. Since April 1, 2005, the rate has been established at 9.9 cents per gallon³. Succeeding purchasers will pass the prepayment along until reaching the retailer level. A retailer must reconcile any differences in prepaid sales tax on gasoline and actual

² The state constitution permits up to one-cent of auto-related sales tax collections to be distributed to the CTF, while the Sales Tax Act provided that 27.9 percent of one-cent of auto-related sales tax collections be distributed to the CTF. Public Act 139 of 2003, amended the Sales Tax Act, decreasing the percent of sales tax collections distributed to the CTF from 27.9 to 24.0 percent only for FY 2004 and FY 2005. For FY 2006 and after, the percent of sales tax collections distributed to the CTF returns to 27.9 percent.

³ See Revenue Administrative Bulletin (RAB) 2005-1, downloaded from MI Treasury website http://michigan.gov/documents/2005-1PrepaidGasSalesTaxRate_115310_7.pdf.

sales tax liability on the retailer's sales tax return. State law does not require prepayment of sales tax on diesel fuel.

Michigan Underground Storage Tank Financial Assurance Fund (MUSTFA)

The MUSTFA, created by Public Act 518 of 1988, assists owners of underground storage tank systems in meeting environmental standards mandated by the federal government. A 0.875-cent per gallon fee is levied on petroleum products sold in Michigan to help fund MUSTFA projects⁴. In FY 2003-04, MUSTFA fee revenues totaled \$59.6 million. (See Exhibit 12.) These revenues provided assistance in environmental cleanup of underground storage tank systems. As of June 29, 1995, MUSTFA no longer accepts new claims, while unpaid claims will be paid from future revenues.

**Exhibit 12
MUSTFA Revenues
FY 1989 – FY 2004**

<u>Fiscal Year</u>	<u>Amount</u>
1989	\$8,946,849
1990	\$52,371,142
1991	\$50,571,962
1992	\$54,266,136
1993	\$51,503,326
1994	\$59,611,312
1995	\$71,756,920
1996	\$72,669,520
1997	\$61,381,557
1998	\$63,448,212
1999	\$68,582,246
2000	\$66,953,391
2001	\$62,727,422
2002	\$64,550,639
2003	\$61,231,905
2004	\$59,583,486

Source: Michigan Executive Budget, Detailed statement of General and Special Revenue Funds tables, various years.

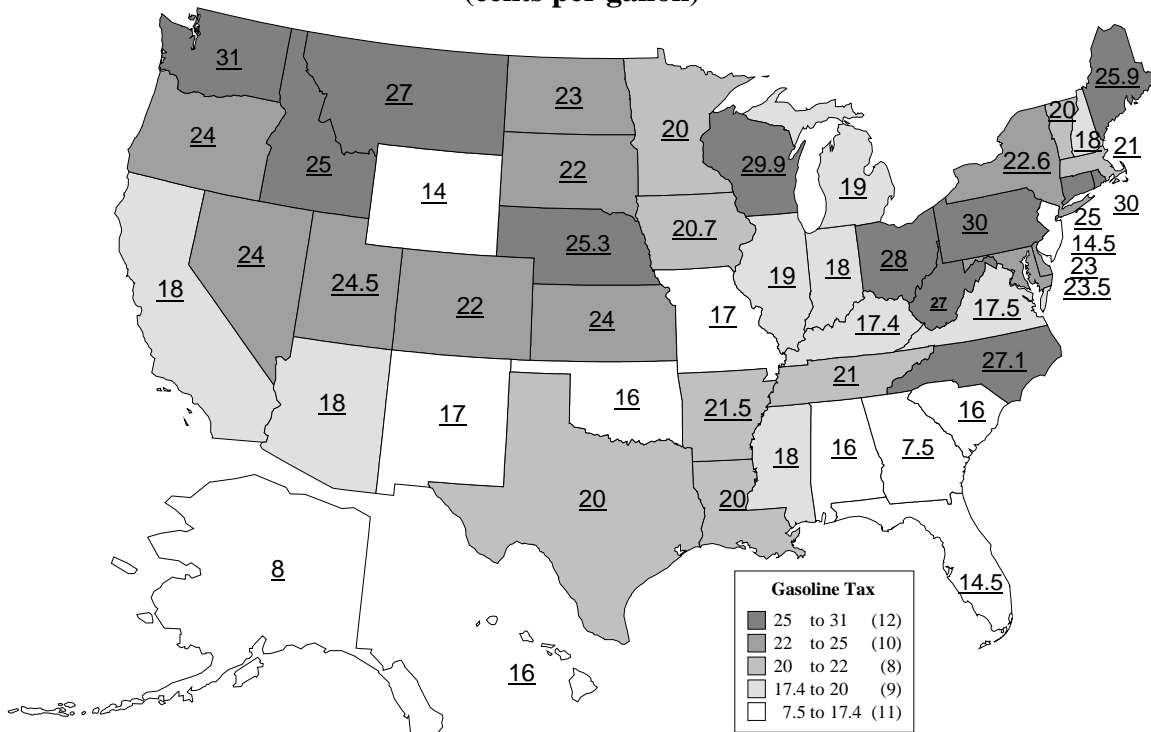
⁴ Public Act 390 of 2004 delayed the sunset date to December 31, 2010 for the MUSTFA fee and created the Refined Petroleum Fund. Under the new law, MUSTFA fee revenues will be deposited in the newly created fund and used to finance debt service on Clean Michigan Initiative Bonds, environmental cleanup programs in the Department of Environmental Quality, and consumer protection programs in the Department of Agriculture.

Comparisons to Other States

In 2005, Michigan's gasoline tax rate was one of the lowest, ranking 31st nationally (see Exhibit 13 and Exhibit 31 in the Appendix). Washington had the highest state gasoline tax rate of 31.0 cents per gallon.

Comparing gasoline tax rates among states is complicated because states levy other additional taxes that are based on per gallon consumption of gasoline. For example, New York levies a gasoline tax rate of 8 cents per gallon, and also has a "business petroleum tax" of 14.6 cents per gallon. While technically paid by business, the tax is levied on the consumption of gasoline on a per gallon basis at the retail or wholesale level. Michigan is one of seven states that levy sales tax on gasoline. Besides having different sales tax rates, half of these states include the federal gasoline tax in the sales tax base. California also includes the state gasoline tax in the sales tax base. In addition, unlike Michigan, local units in nine states currently levy a local motor fuel tax. Factoring in sales tax and maximum local taxes on gasoline, and using gasoline prices for September 2005, Michigan ranked 4th (see Exhibit 31, in the Appendix).

Exhibit 13
State Gasoline Tax Rates
Effective January 2005
(cents per gallon)



Note: * = Including county tax rate for Maui County, the tax rate in Hawaii is 34.0 cents per gallon.

= Included in New York tax rate is a 14.6 cents per gallon business petroleum tax.

~ = Included in Pennsylvania tax rate is a 14.2 cents per gallon oil franchise tax.

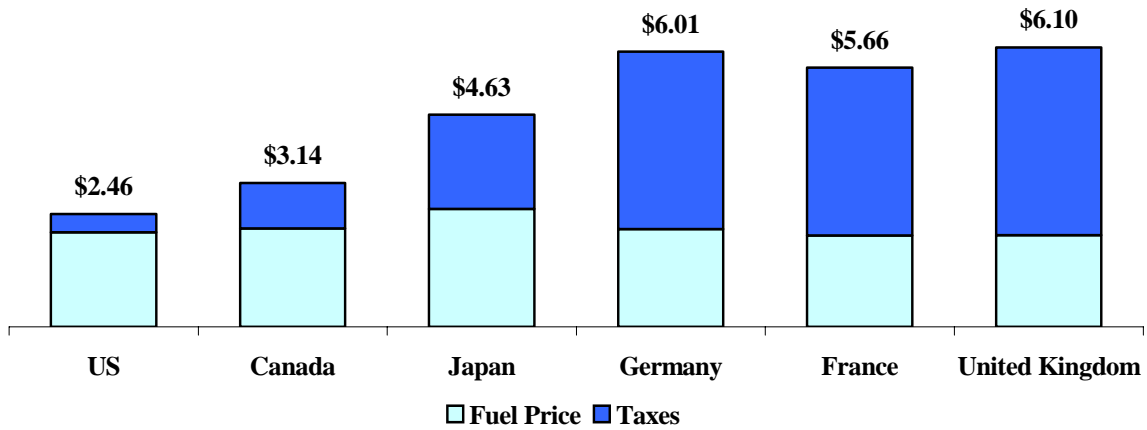
Source: Commerce Clearing House.

Comparing all state motor fuel tax collections (gasoline, diesel, LPG, etc.), Michigan ranks among the lowest in both motor fuel taxes per person and motor fuel taxes as a percent of personal income (see Exhibit 37 in the Appendix). In 2003, Michigan per person motor fuel taxes averaged \$107, ranking 42nd in the country. Michigan ranked 42nd in motor fuel taxes as a percent of personal income at 0.34 percent. Montana ranked first in both categories at \$198 per person in motor fuel taxes and 0.75 percent of the state’s personal income.

Comparisons to Other Nations

Motor fuel tax rates in other countries are much higher than U.S. rates. In August 2005, the average combined state and federal gasoline tax was about 40 cents (rounded to the penny). The federal tax is 18.4 cents per gallon leaving an average state tax of about 21.6 cents per gallon. For example, all motor fuel taxes in Japan total \$2.06 per gallon while British taxes are \$4.10 per gallon. These higher taxes increase the average price of gasoline per gallon to \$4.63 per gallon in Japan and \$6.10 per gallon in the United Kingdom.

Exhibit 14
World Motor Fuel Prices and Taxes
August 2005
(dollars per gallon)



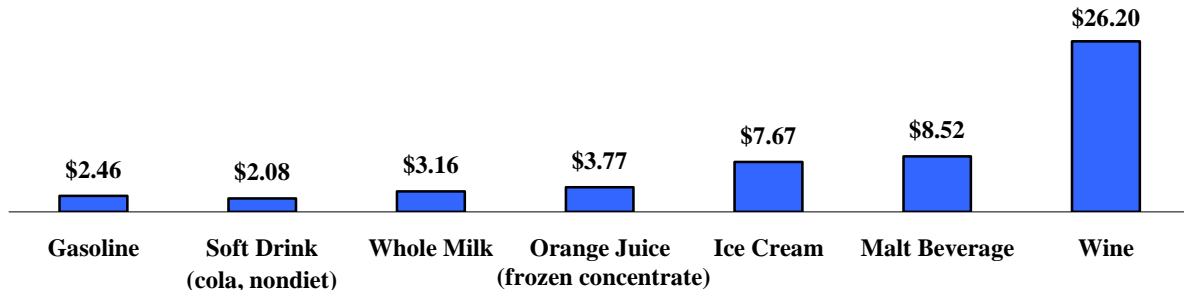
Note: U.S. tax rate is federal rate plus state weighted average. Prices are for premium gasoline except for Canada, Japan, and the United States, which is regular.

Source: U.S. Department of Energy, Energy Information Administration, International Energy Agency.

Comparisons to Other Fluids

Motor fuels are a very important part of the economy. Large increases in their prices can cause economic slowdowns, while sustained low prices can spur economic growth. It is useful to keep the price of gasoline in perspective. Some other household items are substantially more expensive on a per-gallon basis as indicated in Exhibit 15.

Exhibit 15
Comparative Prices for Other Fluids
(2004 dollars per gallon)



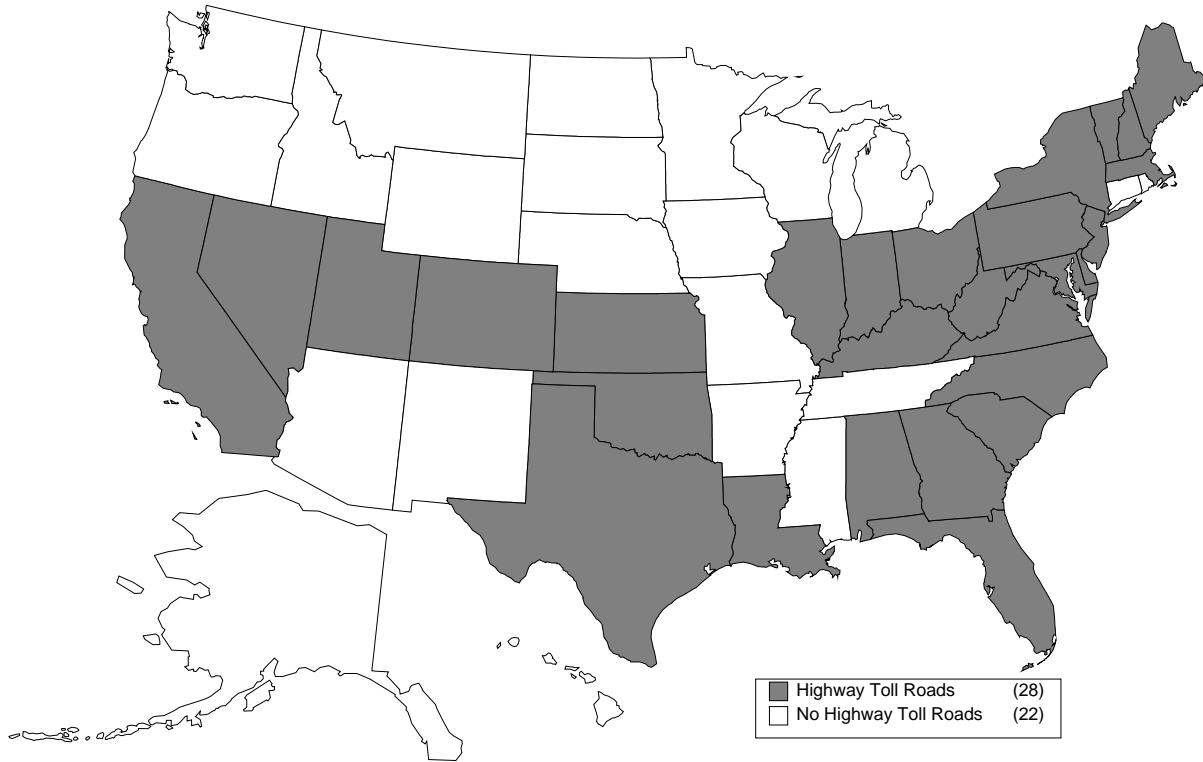
Source: Gasoline price: U.S. Department of Energy, Energy Information Administration, International Energy Agency.
Other prices: U.S. Department of Labor, Bureau of Labor Statistics, 2004 averages.

Other Revenue

Michigan does not operate any toll roads unlike 28 other U.S. states (see Exhibit 16). As the map indicates, these toll road states are concentrated in the Northeast and South. While not operating toll roads, Michigan and seven other states operate crossing facilities (bridges, tunnels, and ferries) that charge fees. Michigan operates three toll bridges: the Blue Water Bridge, the Mackinaw Bridge, and the International Bridge.

State toll and crossing facility revenues vary widely from state to state (see Exhibit 38, located in the Appendix). In 2003, the latest year information on revenues from state toll and crossing facilities is available, New York ranked first, collecting \$1,348.1 million, and New Jersey ranked second, raising \$952.1 million. In comparison, Michigan collected \$31.7 million in bridge toll revenues, while 18 states had no state-administered toll roads or crossing facilities.

Exhibit 16
States With Highway Toll Roads



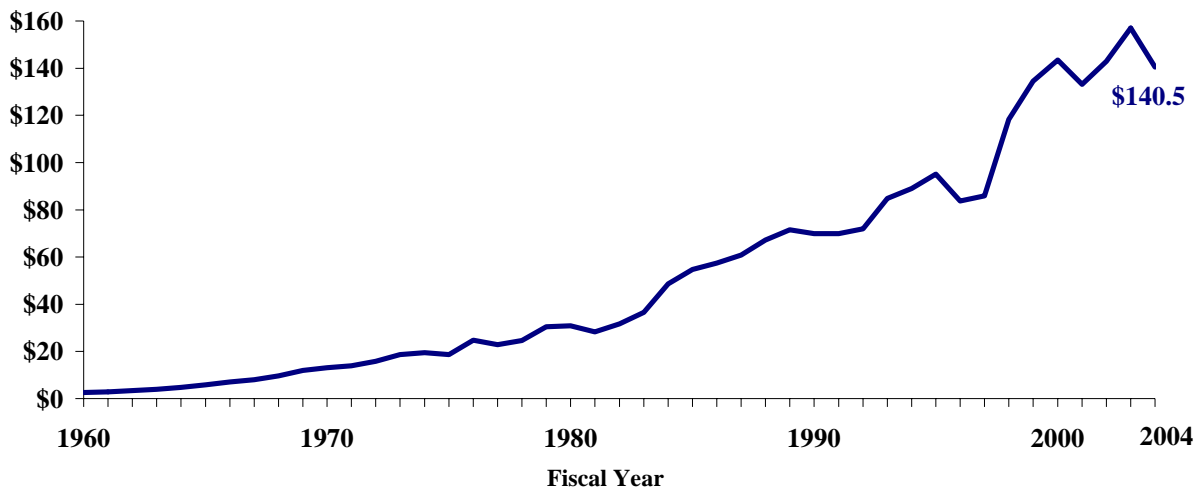
Source: 2003 Highway Statistics, Federal Highway Administration.

3. DIESEL FUEL TAX

Collections and Tax Rate

Michigan diesel fuel revenue collections totaled \$140.5 million in FY 2003-04 with a tax rate of 15 cents per gallon, yielding \$9.4 million per one cent of tax levied. Diesel fuel tax revenues have increased substantially over the past years (see Exhibit 17). The increase in revenue was due to Public Act 584 of 1996, which raised the Motor Carrier Fuel Tax (MCFT) rate from 9 cents per gallon to 21 cents per gallon and allowed interstate motor carriers to claim a credit of 6 cents per gallon for sales tax paid for in-state purchases of fuel. Public Act 667 of 2002 lowered the MCFT from 21 cents to 15 cents, and eliminated the 6 cents motor carrier sales tax refund for in-state purchases of fuel. Public Act 669 of 2002 imposed on interstate motor carriers a 6 percent use tax on fuel used in Michigan and a 6 percent credit for taxed fuel purchased in Michigan. (Exhibit 4 provides a graphical illustration of all motor fuel tax rates from FY 1951 to FY 2003, and Exhibit 33 in the Appendix presents a tabular chronological review of the same data.) Originally, the Michigan diesel fuel tax was enacted in 1947 at 5 cents per gallon, while the two longest periods where the tax rate held steady were 1951 to 1968 (6 cents per gallon – 17 years) and 1984 to 2005 (15 cents per gallon – 21 years).

Exhibit 17
Diesel Fuel Tax Revenue
(millions)



Note: 1976 was a 15-month fiscal year. Diesel fuel revenue includes fees and licenses from FY 1980 to FY 2004.
Source: Michigan Comprehensive Annual Financial Reports.

Diesel Fuel Taxation

Diesel fuel is taxed in very different ways. This section provides examples of all the different

taxation methods available, and how they have changed recently. Because fuel tax consumption is also subject to sales and use tax, for all those examples, it is assumed that the sales and use tax on diesel fuel is 7 cents per gallon, which equates to a pump price of \$1.389 per gallon.

The first example shown in Exhibit 18 is very straightforward. Diesel-powered light vehicles (under 13 tons) pay a 15 cents per gallon diesel fuel tax at the pump and approximately 7 cents per gallon sales tax on each gallon. Thus, motorists pay approximately 22 cents total state tax on a gallon of diesel fuel.

Exhibit 18
Michigan Diesel Fuel Taxation
Diesel Powered Light Vehicles

Pump	<table style="margin: 0; border-collapse: collapse;"><tr><td style="padding: 2px 5px;">15 cents diesel tax</td></tr><tr><td style="padding: 2px 5px;"><u>7 cents sales tax</u></td></tr><tr><td style="padding: 2px 5px;">22 cents</td></tr></table>	15 cents diesel tax	<u>7 cents sales tax</u>	22 cents
15 cents diesel tax				
<u>7 cents sales tax</u>				
22 cents				

The next three examples are for motor carriers. Diesel fuel taxation for motor carriers has changed substantially in the past decades. Major legislation in 1980 (Public Acts 117, 118, and 119 of 1980) raised the diesel fuel tax rate to 11 cents per gallon but provided a 6 cent discount to commercial motor carriers. The discount was intended to keep Michigan truck stop pump prices competitive with those in other states and to encourage motor carriers to buy fuel in Michigan. Under the new legislation, the 6 cents not paid at the pump for fuel used in Michigan was payable quarterly with the motor carrier fuel tax (MCFT) or International Fuel Tax Agreement (IFTA) return. To qualify for the discount, motor carriers had to purchase a Michigan motor carrier fuel license fee decal. Decal prices were originally \$92 for Michigan-based carriers and \$12 for out-of-state carriers. Public Act 235 of 1987 raised the out-of-state fee to \$25 per decal.

A further attempt to encourage motor carriers to buy diesel in Michigan resulted in the enactment of a motor carrier 6 cent sales tax credit under Public Act 586 of 1996. The enacted motor carrier credit was tied to a 6 cent increase in the MCFT rate, raising it from 15 cents⁵ to 21 cents per gallon.

As a result of those legislative changes, motor carriers paid diesel fuel tax in three different, complicated ways, while the diesel discount provided several opportunities for tax non-compliance. The tax non-compliance could occur for four reasons:

- (1) users not legally entitled to the discount bought fuel at the reduced rate,
- (2) retailers failed to remit the required 6 cents for diesel fuel taxed at 15 cents,
- (3) motor carriers failed to file the required quarterly tax return and failed to pay with the return the additional 6 cents per gallon on fuel used in Michigan either on the IFTA or MCFT return, and
- (4) interstate motor carriers underreported their gallons used in Michigan.

⁵ Public Act 437 of 1982 increased diesel tax rate from 11 cents to 15 cents.

Public Acts 667 through 669 of 2002 simplified the process and eliminated any tax advantage for purchasing fuel outside of Michigan. Effective April 1, 2003, the diesel discount for motor carriers was repealed along with the 6 cent motor carrier sales tax credit and the additional 6 cents increase in MCFT rate. A 6 percent motor carrier use tax was imposed on diesel fuel used by interstate motor carriers, allowing a credit for fuel purchased in Michigan. This new 6 percent motor carrier use tax credit has the same effect as the replaced motor carrier sales tax credit, but is calculated quarterly based on the average price of diesel fuel. Motor carriers claim the credit on their IFTA return, rather than having to file a separate refund claim with Treasury.

Exhibits 19 through 21 demonstrate that eliminating the diesel discount did not increase the total tax liability of motor carriers. However, by eliminating the diesel discount, an estimated additional \$6 million per year of diesel tax will be collected by reducing tax non-compliance.

Exhibit 19 shows how diesel fuel is taxed for an intrastate motor carrier. Before April 1, 2003, the intrastate motor carrier paid 9 cents per gallon diesel fuel tax at the pump along with the 7 cents per gallon sales tax for a total of 16 cents per gallon. On the intrastate carrier's MCFT return, the MCFT was 21 cents per gallon used. However, a credit of 9 cents was given for the diesel fuel tax already paid, and a credit of 6 cents was given for sales tax paid. Therefore, the intrastate motor carrier remitted 6 cents per gallon of diesel fuel used. Beginning April 1, 2003, intrastate motor carriers simply pay 15 cents diesel tax and 7 cents sales tax at the pump.

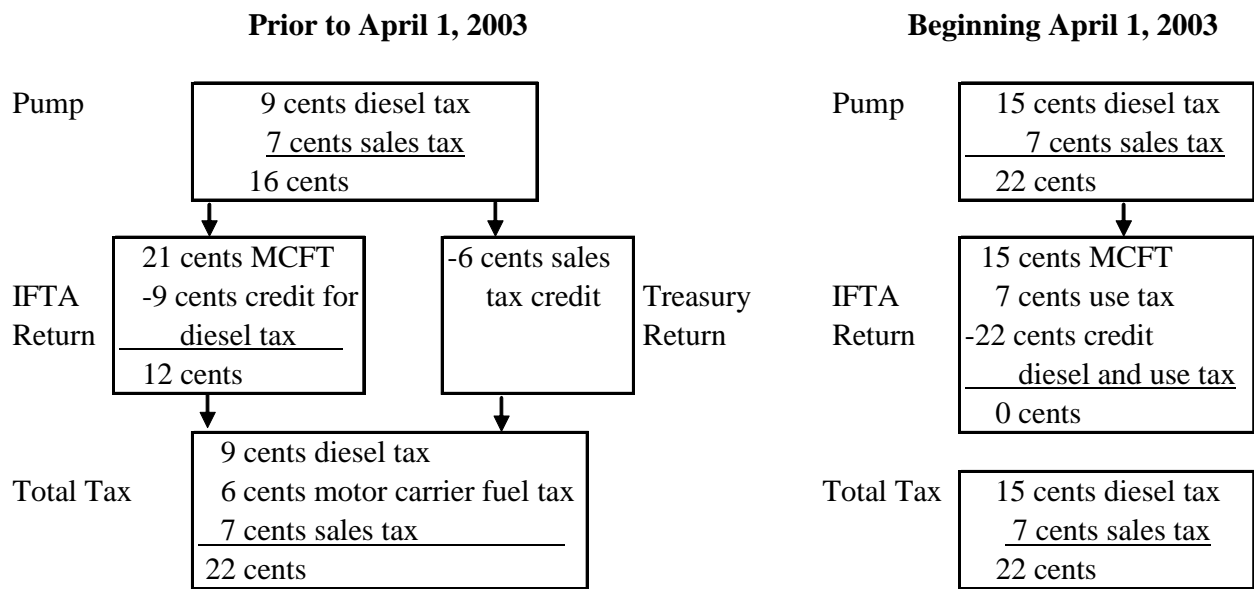
Exhibit 19
Michigan Diesel Fuel Taxation
Michigan Intrastate Motor Carriers

	Prior to April 1, 2003		Beginning April 1, 2003
Pump	9 cents diesel tax <u>7 cents sales tax</u> 16 cents	Pump	15 cents diesel tax <u>7 cents sales tax</u> 22 cents
MCFT Return	21 cents MCFT -9 cents credit for diesel tax <u>-6 cents credit for sales tax paid</u> 6 cents	MCFT Return	No longer used
Total Tax	9 cents diesel tax 6 cents motor carrier fuel tax <u>7 cents sales tax</u> 22 cents	Total Tax	15 cents diesel tax <u>7 cents sales tax</u> 22 cents

Exhibit 20 gives an example of how an interstate motor carrier remits diesel fuel tax for fuel purchased in Michigan. Prior to April 1, 2003, an interstate motor carrier paid 16 cents at the pump (9 cents diesel fuel tax plus 7 cents sales tax), remitted 12 cents on its IFTA return and claimed from the Department of Treasury a 6 cent credit for sales tax paid. If an interstate motor carrier purchased fuel in Michigan but consumed the fuel outside the state, the motor carrier claimed a 15 cent per gallon refund (9 cents diesel fuel tax plus 6 cents for sales tax paid at the pump).

Beginning April 1, 2003, an interstate motor carrier pays 22 cents at the pump (15 cents diesel fuel tax plus 7 cents sales tax), and owes no tax on its IFTA return (15 cents MCFT plus 7 cents use tax less 22 cents credit). If an interstate motor carrier purchases fuel in Michigan but consumes the fuel outside the state, the motor carrier will claim a 22 cent per gallon refund (15 cents diesel fuel plus 7 cents for sales tax paid at the pump)⁶.

Exhibit 20
Michigan Diesel Fuel Taxation
Interstate Motor Carriers
Fuel Purchased in Michigan



⁶ Like the replaced 6 cent motor carrier sales tax credit, the new 6 percent motor carrier use tax credit may also under/over offset the total amount of sales tax paid by motor carriers on fuel purchased in Michigan. The motor carrier use tax amount per gallon is determined quarterly, and is based on the estimated average diesel price for each quarter. Therefore, if the price of diesel at the time of purchase is lower/same/higher than the determined quarterly diesel price used for the 6 percent use tax credit computation, the credit amount will be higher/same/lower than the sales tax amount actually paid when the product was purchased. See analysis of Motor Carrier Sales/Use Tax Credit on page 31.

Exhibit 21 shows how an interstate motor carrier remits tax for fuel purchased outside of Michigan but used in Michigan. Since the motor carrier purchased fuel outside of Michigan, before April 1, 2003, the motor carrier was responsible for remitting 21 cents per gallon on their IFTA return for fuel consumed in Michigan, one cent less than if the fuel had been purchased in Michigan. Beginning April 1, 2003, for fuel purchased outside of Michigan, motor carriers will pay 22 cents per gallon, a one cent increase, the same tax they would pay on fuel purchased in Michigan. The motor carrier receives no credit for diesel fuel tax or sales tax because the fuel was not purchased in Michigan.

Exhibit 21
Michigan Diesel Fuel Taxation
Interstate Motor Carriers Traveling in Michigan
Fuel Purchased Outside of Michigan

	Prior to April 1, 2003		Beginning April 1, 2003
Pump	No tax paid in Michigan	Pump	No tax paid in Michigan
IFTA Return	21 cents MCFT 0 cents credit for diesel tax <u>0 cents credit for sales tax paid</u> 21 cents	IFTA Return	15 cents MCFT 7 cents use tax 0 cents credit for diesel tax <u>0 cents credit for use tax paid</u> 22 cents
Total Tax	0 cents diesel tax 21 cents motor carrier fuel tax <u>0 cents sales tax</u> 21 cents	Total Tax	15 cents MCFT 7 cents use tax 0 cents credit for diesel tax <u>0 cents credit for use tax paid</u> 22 cents

International Fuel Tax Agreement (IFTA)

On January 1, 1996, Michigan joined the IFTA, a federally mandated fuel tax reporting system. Under IFTA, interstate motor carriers file a single fuel tax report in their home base state for fuel taxes owed to states and provinces belonging to IFTA. The motor carriers pay all motor carrier fuel taxes owed to all IFTA jurisdictions to the carrier's home state; the home state then disburses the taxes owed to each IFTA jurisdiction. In addition, IFTA helps make the administration of MCFT laws uniform for interstate motor carriers, while participation allows jurisdictions to provide mutual assistance in enforcing rules and collecting taxes. By having motor carriers register only in their home state, IFTA simplifies enforcement and administration of motor fuel tax collections. As of December 2005, 48 U.S. states and 10 Canadian provinces belong to IFTA.

IFTA impacts Michigan motor carriers in different ways. Michigan-based IFTA motor carriers file

one combined IFTA report with the State of Michigan, rather than a separate report for each IFTA-member jurisdiction in which the motor carrier operates. Motor carriers that operate in Michigan but are based in other states remit Michigan motor carrier fuel taxes to their home base state; the home base state will then remit these Michigan fuel taxes to Michigan. Before April 1, 2003, these motor carriers had to submit a separate claim to Michigan for their 6 cent per gallon credit for sales tax paid. Beginning April 1, 2003, interstate motor carriers who buy diesel fuel in Michigan claim their 6 percent use tax credit on their IFTA return. IFTA motor carriers based in other states do not have to obtain a Michigan motor carrier decal, but before April 1, 2003, could still purchase discounted diesel fuel in Michigan.

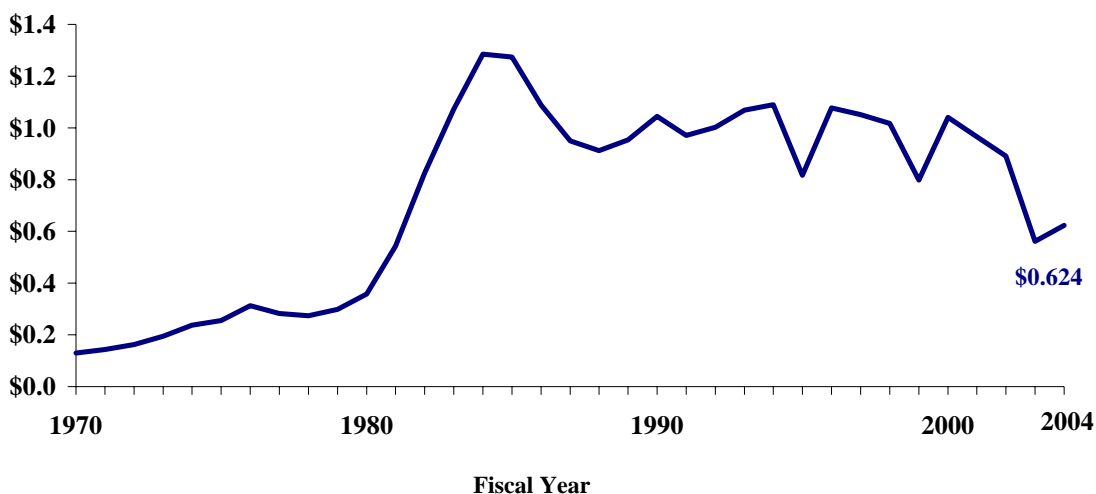
4. OTHER FUEL TAXES

Liquefied Petroleum Gas

Liquefied petroleum gas (LPG) is an alternative fuel used to propel motor vehicles and is currently taxed at 15 cents per gallon (Public Act 403 of 2000). (Exhibit 4 provides a graphical illustration of all motor fuel tax rates from FY 1951 to FY 2004, and Exhibit 33 in the Appendix presents a tabular chronological review of the same data.) LPG collections have totaled approximately \$1 million per year since FY 1981-82. In FY 2003-04, LPG revenues were \$0.624 million (see Exhibit 22), with a \$0.04 million yield per one cent of tax levied. LPG tax revenue is restricted to the MTF.

LPG, also known as propane, is comprised of a minimum of 90 percent propane, 2.5 percent butane, ethane, and propylene. The most likely vehicles to use LPG as a source of fuel are farm or fleet vehicles whose owners have access to propane refueling stations. LPG lowers maintenance costs and prolongs engine life.

Exhibit 22
Liquefied Petroleum Gas Tax Revenues
(millions)



Note: 1976 was a 15-month fiscal year.

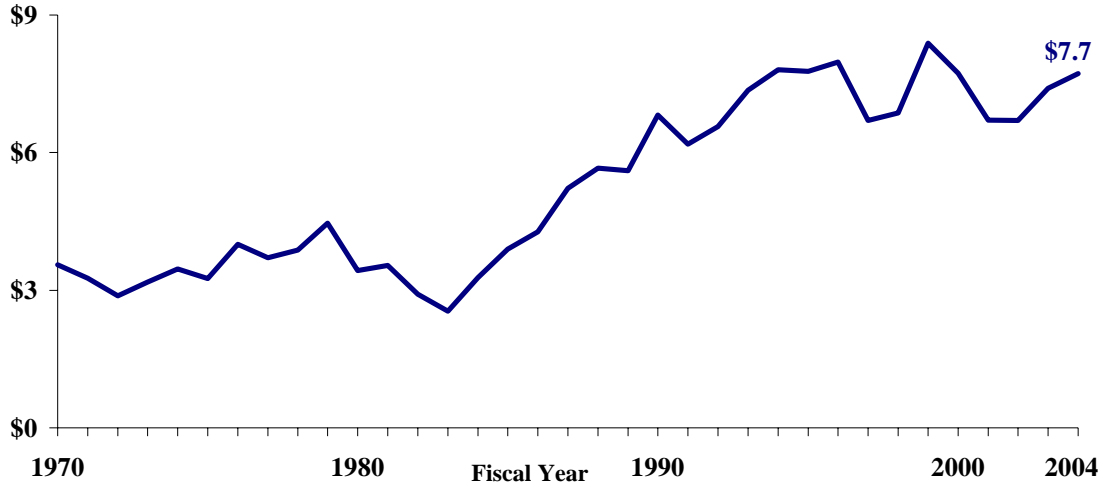
Source: Michigan Comprehensive Annual Financial Reports.

Aviation Fuel

Enacted under Public Act 160 of 1931, aviation fuel is taxed at 3 cents per gallon. (Exhibit 4 provides a graphical illustration of all motor fuel tax rates from FY 1951 to FY 2004, and Exhibit 33 in the Appendix presents a tabular chronological review of the same data.) Airline operators with interstate operations receive a 1.5 cent refund per gallon. In FY 2003-04, aviation fuel tax

collections totaled \$7.7 million (see Exhibit 23), with a one cent of tax yield of \$2.6 million after refunds. Aviation fuel tax revenues go to the State Aeronautics Fund.

Exhibit 23
Aviation Fuel Tax Revenues
(millions)



Note: 1976 was a 15-month fiscal year.

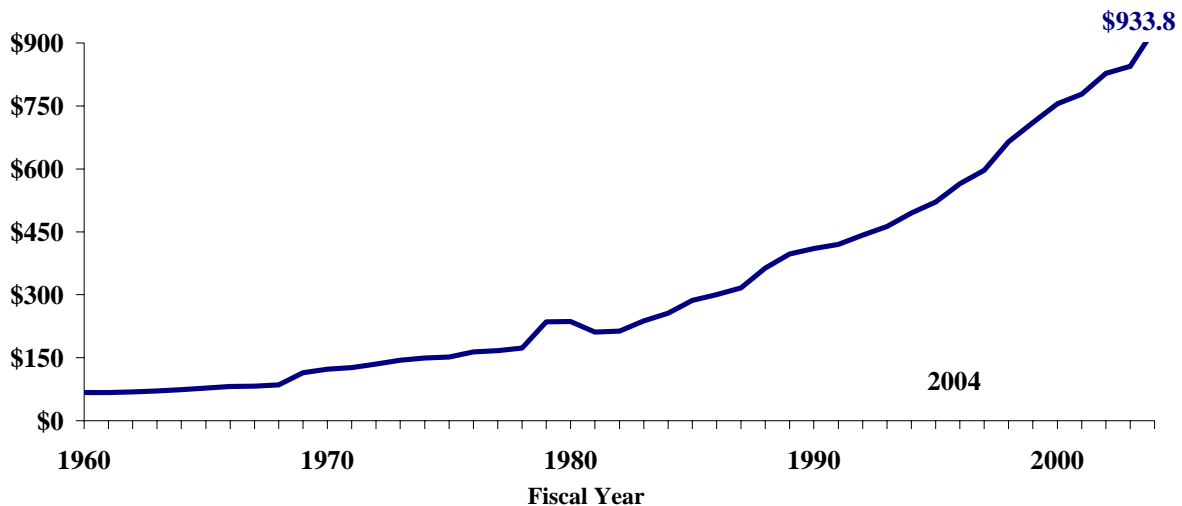
Source: Michigan Comprehensive Annual Financial Reports.

5. MOTOR VEHICLE REGISTRATION TAXES

Motor Vehicle Weight and Value Tax

The State of Michigan levies an annual motor vehicle registration tax on all vehicles registered for road use in the state. In FY 2003-04, motor vehicle registration taxes totaled \$933.8 million with tax revenues distributed to the MTF (see Exhibit 24 and Exhibit 39 in the Appendix for a tabular chronological review of the same data).

Exhibit 24
Motor Vehicle Registration Tax
(millions)



Note: 1976 was a 15-month fiscal year.

Source: Michigan Comprehensive Annual Financial Reports.

The state first imposed the registration tax in 1905, at which time motorists paid a one-time \$2 fee per registered automobile. By 1925, the state had moved to an annual registration tax based strictly on vehicle weight. The weight tax remained in place until 1983.

Public Act 165 of 1983 replaced the vehicle weight registration tax with the current value registration tax, effective October 1, 1983, for all passenger light vehicles. In a passenger vehicle's first registration year, vehicles with a list price under \$30,000 are subject to a registration tax according to a tax table under which the registration tax equals approximately 0.5 percent of the list price. Passenger vehicles with a list price over \$30,000 are subject to a registration tax equal to 0.5 percent of the list price. The vehicle's second, third, and fourth year registration tax equals 90 percent of the prior year's tax. Thereafter, the registration tax remains the same. All other vehicles subject to the vehicle tax, including passenger light vehicles from model year 1983 and earlier and

commercial use vehicles, are taxed based upon vehicle weight.

Public Act 80 of 1997 increased registration fees on commercial vehicles by 30 percent, took commercial pickups and vans off the weight schedule and onto the value system for registrations, and raised fees for overweight trucks.

Exhibit 25 provides a comparison between registration taxes paid by different types of vehicles under the weight system and under the current value registration tax. The switch to the current value system for registration allows Transportation funding to better keep pace with inflation.

Exhibit 25
Motor Vehicle Registration Tax:
Amount Charged Under Different Systems

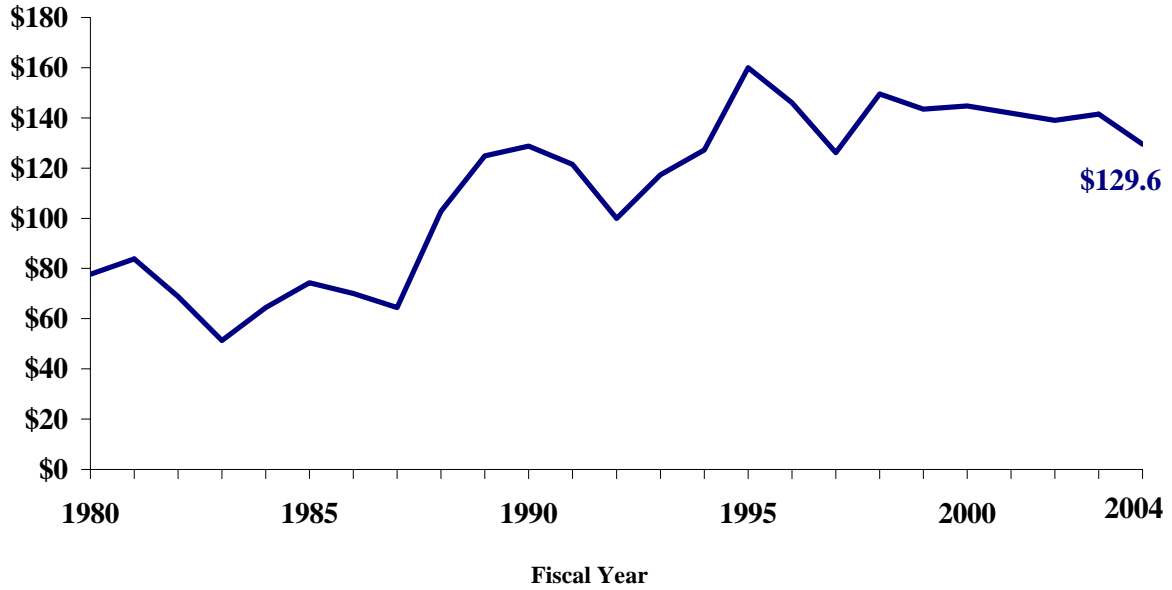
<u>Car Model</u>	<u>Model Year</u>	<u>Weight</u>	<u>Retail Price</u>	<u>Registration Tax</u>	
				<u>Previous Weight System</u>	<u>Current Value System</u>
Ford Focus SE	2004	2,586	\$15,460	\$29.00	\$73.00
Ford Taurus LX	2004	3,306	\$20,320	\$32.00	\$98.00
Buick Park Avenue	2004	3,778	\$35,770	\$37.00	\$178.85
Cadillac Seville SLS	2004	3,992	\$46,620	\$37.00	\$233.10
Ford Explorer XLS	2004	4,304	\$26,930	\$43.00	\$133.00

Notes: Calculations by Tax Analysis Division, Bureau of Tax and Economic Policy, Michigan Department of Treasury.
Source: Ward's Automotive Yearbook, 2004.

Licenses and Permits

Michigan transportation revenue is also collected from license and permit fees and miscellaneous sources. In FY 2003-04, these revenue sources totaled \$129.6 million (see Exhibit 26 and Exhibit 39 in the Appendix for a tabular chronological review of the same data). These fees include motor vehicle title fees, motor vehicle transfer fees, and moped registration fees. Approximately 42.1 percent of these monies are deposited into the MTF with the remaining money split between the Aeronautics Fund, State Trunkline Fund (STF), and the Comprehensive Transportation Fund. These revenues do not include motor carrier diesel license fees that have been grouped with diesel fuel tax revenue.

Exhibit 26
Michigan Transportation
License and Permits, and Miscellaneous Revenue
(millions)



Source: Michigan Comprehensive Annual Financial Reports.

6. TRANSPORTATION FUNDS

Michigan Transportation Fund

Established by Public Act 51 of 1951, the Michigan Transportation Fund (MTF) is the primary means of distributing state revenues for transportation purposes. After distribution of revenue from off-road gasoline use to the Recreation Improvement Fund and after transfers to other departments for transportation-related functions, revenues are distributed by a complicated formula to the State Trunkline Fund, county road commissions, cities and villages, and the Comprehensive Transportation Fund. The MTF received \$2,061.6 million in FY 2003-04 (see Exhibit 2). Of this amount, \$1,009.4 million was distributed by formulas to county road commissions, cities and villages (see Exhibit 27).

State Trunkline Fund

The State Trunkline Fund (STF) was established by Public Act 51 of 1951, and it provides monies for construction and maintenance of the state highway system. The MTF transfers and federal and local contributions provide most of the revenue for the STF. Any fund balance in the STF not reserved at year-end is used for road and bridge construction projects. The STF also issues bonds to finance construction and maintenance of state highways whose proceeds are accounted for in the STF Bond Proceeds Fund. Each bond issue is accounted for separately. The STF own source revenues were \$690.1 million in FY 2003-04 (see Exhibit 2). In addition, MTF distributions to the STF allowed for total STF expenditures of \$1.4 billion (see Exhibit 27). At the end of FY 2003-04, \$969.3 million remained available to finance future year projects (see Exhibit 28).

Comprehensive Transportation Fund

Created by Public Act 327 of 1972, the Comprehensive Transportation Fund (CTF) assists in the planning and development of public transportation systems within Michigan. The CTF's principal use is for operating grants to local transit systems. The CTF also provides grants for intercity freight, intercity passenger, and transit development. CTF revenue sources include transfers from the MTF, a portion of vehicle-related sales tax, and federal and local monies. The CTF also issues bonds to finance construction and acquisition of comprehensive transportation projects whose proceeds are accounted for in the Comprehensive Transportation Bond Proceeds Fund. Each bond issue is accounted for separately. The CTF revenues were \$99.8 million in FY 2003-04 (see Exhibit 2), excluding MTF transfers. The fund's ending balance for FY 2003-04 was \$134.3 million (including bond proceeds). (See Exhibit 28).

State Aeronautics Funds

Created by Public Act 327 of 1945, the State Aeronautics Fund provides money for capital improvement projects for local airports. Funded primarily by federal monies along with local aid and aviation fuel taxes, the State Aeronautics Fund received \$134.9 million in FY 2003-04 (see Exhibit 2). At the end of FY 2003-04, about \$24.4 million was available to fund future years projects and expenditures (see Exhibit 28).

Exhibit 27
Michigan Department of Transportation
Expenditures From Certain Funds
FY 2003-04
(millions)

	Grants to Local <u>Governments</u>	State <u>Spending</u>	<u>Total</u>
Michigan Transportation Fund (Excluding Transfers Out)	\$1,009.4	\$7.9	\$1,017.3
State Trunkline Fund	134.8	1,301.9	1,436.7
Comprehensive Transportation Fund	274.0	40.7	314.7
State Aeronautics Fund	131.5	9.0	140.5
Other Funds	<u>0.0</u>	<u>7.6</u>	<u>7.6</u>
Total	\$1,549.7	\$1,367.1	\$2,916.8
Percentage	53.1%	46.9%	100.0%

- Notes:
1. Grants to local government may not include all federal aid paid to local governments.
 2. Grants to local governments do not include payments to counties for maintenance of state trunklines performed on a contractual basis.
 3. State Trunkline and Comprehensive Transportation Fund expenditures include expenditures from respective bond proceeds fund.

Source: Michigan Department of Transportation

The fiscal year end balances of the three transportation funds has grown substantially in the past years (see Exhibit 28).

Exhibit 28
Ending Balances of Major Transportation Funds
(millions)

	<u>FY 1997</u>	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>
State Aeronautics Fund	\$26.3	\$35.2	\$12.4	\$16.0	\$17.9	\$13.9	\$18.6	\$24.4
State Trunkline Fund (1)	\$450.0	\$688.9	\$41.3	\$421.9	\$979.3	\$953.2	\$778.5	\$969.3
Comprehensive Transportation Fund (2)	<u>\$126.1</u>	<u>\$103.7</u>	<u>\$89.0</u>	<u>\$96.4</u>	<u>\$81.3</u>	<u>\$146.8</u>	<u>\$171.8</u>	<u>\$134.3</u>
Total	\$602.4	\$827.8	\$142.6	\$534.3	\$1,078.5	\$1,114.0	\$968.9	\$1,128.0

Note: 1. Includes balance from the Combined Trunkline Fund Bond Proceeds Fund.
2. Includes balance from the Combined Comprehensive Transportation Bond Proceeds Fund.

Source: Michigan Comprehensive Annual Financial Reports.

State and Local Spending

Transportation revenues help maintain the state trunkline system and provide grants to local governments. Transportation expenditures totaled \$2.9 billion in FY 2003-04 (see Exhibit 27). Local government expenditures totaled \$1,549.7 million, or 53.1 percent of total expenditures. The local government expenditures are broken down into formula grants and project grants. About 78.5 percent of funds provided to local governments are from formula grants (see Exhibit 29).

Exhibit 29
Michigan Department of Transportation
Grants Made to Local Governments
FY 2003-04
(millions)

Formula Grants to Local Governments	
Michigan Transportation Fund Grants to Counties	\$642.5
Michigan Transportation Fund Grants to Cities and Villages	366.9
Local Program Fund Grants to Counties	21.2
Local Program Fund Grants to Cities and Villages	11.8
Bus Operating Assistance Grants	174.6
Total Formula Grants	<u>1,217.0</u>
Project Grants to Local Governments	
Economic Development Fund	\$101.8
Other State Trunkline Fund Grants	0.0
Other Comprehensive Transportation Fund Grants	99.4
Airport Development	131.5
Total Project Grants	<u>332.7</u>
Total Grants to Local Governments	\$1,549.7

Source: Michigan Department of Transportation.

7. RECENT DEVELOPMENTS

Motor Carrier Sales/Use Tax Credit

Public Act 586 of 1996 enacted a 6 cent motor carrier sales tax credit to encourage motor carriers to buy diesel fuel in Michigan. The enacted credit was tied to a 6 cent increase in the Motor Carrier Fuel Tax (MCFT) rate. Without the motor carrier sales tax credit, the MCFT rate would only be 15 cents per gallon.

The motor carrier sales tax credit, and corresponding 6 cent increase in the MCFT had two impacts:

- (1) Provided an additional 6 cent refund for gallons purchased in Michigan and used out of Michigan; and
- (2) Provided an additional 6 cents of revenue for gallons purchased outside Michigan and used in Michigan.

Beginning April 1, 2003, Public Act 669 of 2002 repealed the 6 cent motor fuel sales tax credit and additional 6 cents in the MCFT rate. The new legislation provided:

- (1) An additional 6 percent motor fuel use tax refund on fuel purchased in Michigan and used out of Michigan; and
- (2) Application of a 6 percent motor fuel use tax on fuel purchased outside Michigan and used in Michigan.

The enacted motor carrier use tax credit was intended to have the same effect as the credit it replaced, but there were two differences: the new credit rate (amount per gallon) is calculated quarterly based on the average price of diesel fuel.

For diesel fuel both purchased and used in Michigan, neither Public Act resulted in any revenue impact on Transportation Fund revenue: the 6 cent motor fuel sales tax credit was fully offset by the 6 cent increase in the MCFT rate under previous law; and no use tax would be applied nor any credit would be due under the new law.

However, for multi-state motor carriers, both Acts resulted in different nonzero revenue impacts. The net impact from the 6 cent motor carrier sales tax credit and additional 6 cent MCFT rate, and from the new 6 percent motor carrier use tax and credit can be calculated by using the number of diesel gallons sold in Michigan (tax-paid gallons) and the number of gallons used in Michigan (taxable gallons) stated in the IFTA reports.

The net impact of the 6 cent motor carrier sales tax credit and additional 6 cent MCFT rate can be calculated as follows:

$$\begin{array}{l} \text{Total Revenue} \\ \text{From the Diesel Tax} \\ \text{And the MCFT} \end{array} = (\text{taxable gallons} * .21) - (\text{tax-paid gallons} * .06) \quad (\text{I})$$

And

$$\begin{array}{l} \text{Total Revenue From the} \\ \text{Diesel Tax and the MCFT} \\ \text{Without Motor Carrier Sales Tax Credit} \end{array} = (\text{taxable gallons} * .15) \quad (\text{II})$$

Therefore:

$$\begin{array}{l} \text{Motor Carrier Sales Tax} \\ \text{Credit and Additional} \\ \text{Six Cents MCFT} \\ \text{Net Revenue Impact} \\ \text{(III)} \end{array} = \begin{array}{l} \text{Total Revenue} \\ \text{From the Diesel Tax} \\ \text{And the MCFT} \\ \text{(I)} \end{array} - \begin{array}{l} \text{Total Revenue From} \\ \text{The Diesel Tax and The} \\ \text{MCFT Without Motor} \\ \text{Carrier Sales Tax Credit} \\ \text{(II)} \end{array}$$

In FY 2004, motor carrier returns filed with the IFTA reported 494.3 million taxable gallons, and 356.9 million tax paid gallons. Using the formulas above, this results in total revenue of \$82.4 million $((494.3 * 0.21) - (356.9 * 0.06) = 103.803 - 21.414 = 82.389)$. Without the sales tax credit, total revenue from interstate motor carriers would equal \$74.1 million $((494.3 * 0.15) = 74.145)$. Thus, if the motor carrier sales tax credit had been effective in FY 04, it would have resulted in a net tax increase of \$8.2 million $(82.389 - 74.145 = 8.244)$ in motor carrier diesel fuel taxation.

Adjusting the formulas above to conform to the new 6 percent motor fuel use tax and credit we have:

$$\begin{array}{l} \text{Total Revenue From} \\ \text{the Diesel Tax And} \\ \text{the MCFT} \end{array} = \sum_{i=1}^4 (\text{taxable gallons}_i * (0.15 + \text{use tax credit rate}_i)) - \sum_{i=1}^4 (\text{tax-paid gallons}_i * \text{use tax credit rate}_i) \quad (\text{I}') \\ \text{(where } i = \text{quarter)}$$

And

$$\begin{array}{l} \text{Total Revenue From the Diesel} \\ \text{Tax and the MCFT Without} \\ \text{Motor Carrier Use Tax and Credit} \end{array} = (\text{taxable gallons} * .15) \quad (\text{II})$$

Therefore:

		Total Revenue From The
Motor Carrier	Total Revenue	Diesel Tax and the MCFT
Use Tax Credit	= From the Diesel Tax	- Without Motor Carrier
Net Revenue Impact	And the MCFT	Use Tax and Credit
(III)	(I')	(II)

In FY 04, motor carrier returns filed with the IFTA reported taxable gallons equal to 110.6 million in the first quarter, 123.5 million in the second, 127.8 million in the third and 132.5 million in the fourth quarter. Tax-paid gallons equaled to 80.7, 87.6, 88.7, and 100.0 million in each quarter, respectively. The 6 percent use tax and credit was 7.5, 7.8, 8.7 and 8.9 cents per gallon, respectively, in each quarter.

Using the formula above, a total revenue of \$85.5 million ($115.00 - 29.504 = 85.496$) was generated from diesel and MCFT, where:

- total taxable gallons generated revenue of \$115.0 million ($(110.6 * (0.15 + 0.075)) + (123.5 * (0.15 + 0.078)) + (127.8 * (0.15 + 0.087)) + (132.5 * (0.15 + 0.089)) = 24.885 + 28.158 + 30.289 + 31.668 = 115.00$)
- total tax-paid gallons generated credit payments of \$29.5 million ($(80.7 * 0.075) + (87.6 * 0.078) + (88.7 * 0.087) + (100.0 * 0.089) = 6.053 + 6.828 + 7.717 + 8.90 = 29.504$)

Since the revenue from interstate motor carriers without the 6 percent tax and credit would have been \$74.1 million, the new 6 percent motor carrier use tax credit results in a net tax increase of \$11.3 million ($85.496 - 74.145 = 11.351$) in revenue from motor carrier diesel fuel taxation in FY 04. Therefore, for FY 04, the replacement of the motor carrier sales tax credit by the motor carrier use tax credit resulted in a tax increase of \$3.1 million ($11.351 - 8.244 = 3.107$). Note that if the use tax and credit rate for each quarter in FY 04 were equal to 6 cents, the switch from the sales tax credit to the use tax credit would have no revenue impact.

The impact of the credits is also affected by taxpayer behavior. Some taxpayers failed to file the necessary paperwork to claim the former sales tax credit. For example, some truckers fail to claim their credit, either due to lack of information or the paperwork burden of applying for a small refund. Those unclaimed credits increased Transportation Fund revenue. The current 6 percent motor carrier use tax credit is claimed on IFTA returns and does not require separate filing. Other taxpayers may attempt to avoid paying tax by underreporting or not reporting fuel used in Michigan.

While both credit mechanisms (the former 6 cents sales tax credit and 6 cents additional MCFT rate, and the current 6 percent use tax and credit) represented an overall net tax revenue increase, they provided different transportation funding results. Under the former 6 cent sales tax credit and 6 cent additional MCFT rate, the additional net tax revenue was deposited in the Michigan Transportation Fund (MTF). However, under the 6 percent use tax and credit, the additional net tax revenue was distributed in accordance with the constitutional and statutory distribution of use tax revenue: 1/3

going to the School Aid Fund, and 2/3 going to the General Fund. Public Acts 172 and 175 of 2004 moved the 6 percent tax and credit to a new streamlined sales and use tax revenue equalization act, which resulted in the additional net revenue again being deposited in the MTF beginning September 1, 2004.

Repeal and Recodification of the Motor Fuel Tax Act

Public Act 403 of 2000 repealed and recodified the Motor Fuel Tax Act. This major rewrite of the Act began with a work group composed of industry and government representatives that held meetings for about one year.

The work group had four goals as it proposed a replacement for the current law. The goals were:

- (1) to implement a dyed diesel fuel program,
- (2) to minimize any unnecessary regulatory burden on industry while providing the Treasury Department with the information it needs to effectively administer and enforce the motor fuel tax,
- (3) to prevent tax evasion, and
- (4) to replace the previous Motor Fuel Tax Act with an act that sets forth in a more comprehensive and organized manner the rights and responsibilities of the Department of Treasury and those regulated and taxed by the Act.

A significant portion of the cost of diesel fuel is the combined state and federal tax – about 39 cents per gallon. Because diesel fuel, aviation fuel, kerosene, and heating oil will all power a diesel engine, incentives to evade the tax are greater for diesel fuel than for gasoline. Diesel fuel that is exempt from the tax must be dyed as a means of easily identifying it and thus increase the chances of preventing tax evasion. Additionally, dyed diesel fuel allows those eligible to make tax free purchases instead of paying the tax at time of purchase and filing for a refund. This is part of the rationale for the dyed diesel fuel program. Dyed diesel fuel programs have been implemented around the country beginning in 1994.

The other changes to the Act clarified the industry licensing and reporting requirement along with departmental enforcement authority.

The Act did not change tax rates, current exemptions, or the diesel discount requirements. The Act's fiscal impact was revenue neutral except for the tax collected that had previously been evaded.

8. APPENDIX

Exhibit 30
Chronology of Major Changes in Motor Fuel and Registration Taxes

- 1905 Michigan motor vehicle registration fee established by Public Act 196 of 1905. A \$2 license plate fee was charged per vehicle.
- 1925 Michigan gasoline tax enacted under Public Act 2 of 1925. The gasoline tax was levied at 2 cents per gallon on usage by motor vehicles.
- 1927 Public Act 150 of 1927 raised the gasoline tax to 3 cents per gallon.
- 1931 Michigan aviation fuel tax enacted under Public Act 160 of 1931. The aviation fuel tax was levied at 3 cents per gallon.
- 1947 Michigan diesel fuel tax enacted under Public Act 319 of 1947. The diesel fuel tax was levied at 5 cents per gallon.
- 1951 Public Act 54 of 1951 increased the gasoline tax to 4.5 cents per gallon and the diesel fuel tax to 6 cents per gallon.
- 1953 Michigan liquefied petroleum gasoline (LPG) tax enacted under Public Act 147 of 1953. The LPG tax was levied at 4.5 cents per gallon.
- 1955 Public Act 87 of 1955 increased the gasoline and LPG tax to 6 cents per gallon.
- 1967 Public Act 5 of Extra Session of 1967 increased the gasoline tax, diesel fuel tax and LPG tax to 7 cents per gallon.
- 1972 Public Act 326 of 1972 increased the gasoline and LPG taxes to 9 cents per gallon.
- 1978 Public Act 426 of 1978 increased the gasoline tax to 11 cents per gallon and the diesel fuel tax to 9 cents per gallon effective January 1, 1979.
- 1980 Public Acts 117, 118, and 119 of 1980 changed tax rates and fees for the diesel fuel tax. The diesel fuel tax was increased to 11 cents per gallon. Motor carriers may receive a 6 cents per gallon discount by purchasing a license. The license fee was \$92 for a Michigan-based carrier and \$12 for a nonresident motor carrier. Motor carriers not purchasing a permit must report and pay a road tax equal to the 5 cents per gallon paid by carriers registered in the state.
- 1982 Public Act 437 of 1982 increased fuel tax rates. The formula developed to calculate the tax rate raised the gasoline tax, diesel fuel tax and LPG tax to 13 cents per gallon on January 1, 1983, and raised the tax to 15 cents on January 1, 1984.

- 1983 Public Act 165 of 1983 replaced the vehicle registration tax with the value registration tax for vehicles first registered after September 30, 1983.
- 1987 Public Act 235 of 1987 increased the nonresident motor carrier license fee to \$25.
- 1992 Public Act 225 of 1992 changed collection point on taxes for gasoline from wholesalers to refiners/importers and for the first 9 cents of tax on diesel fuel from retailers to refiners/importers.
- 1996 Public Act 584 of 1996 increased the MCFT on diesel fuel from 9 cents per gallon to 21 cents per gallon. A credit of 6 cents per gallon was provided for the amount of sales tax paid per gallon for in-state fuel purchases. Also, due to the International Fuel Tax Agreement (IFTA), Michigan can no longer require that out-of-state truckers purchase a decal to receive the diesel discount.
- 1997 Public Act 83 of 1997 increased the gasoline tax from 15 cents per gallon to 19 cents per gallon effective August 1, 1997. Public Act 80 of 1997 increased registration fees on commercial vehicles by 30 percent, took commercial pickups and vans off the weight schedule and onto the value system for registrations and raised fees for overweight trucks.
- 2000 Public Act 403 of 2000 repealed and recodified the Motor Fuel Tax Act. The Act implemented a dyed diesel fuel program along with other measures to prevent tax evasion. It also minimized unnecessary regulatory burden on industry while providing the information needed to effectively administer and enforce the motor fuel tax.
- 2002 Public Acts 667 – 669 of 2002 repealed the motor carrier 6 cent diesel discount; reduced the motor carrier fuel tax rate from 21 cents per gallon to 15 cents per gallon eliminating the 6 cent sales tax credit; and imposed a 6 percent use tax on diesel fuel used by interstate motor carriers, allowing a credit for fuel purchased in Michigan.
- 2003 Public Act 139 of 2003 amends the General Sales Tax Act to change the statutory distribution of motor vehicle-related sales tax credited to the Comprehensive Transportation Fund (CTF). Effective FY 2004 and FY 2005 only, the sales tax earmark for the CTR is reduced from 27.9 percent of 25 percent sales tax collected at 4 percent on motor fuels, motor vehicles, and motor vehicle-related sales, to 24 percent of 25 percent sales tax collected at 4 percent on motor fuels, motor vehicles, and motor vehicle-related sales.
- Public Acts 151 and 152 of 2003 amend the Michigan Vehicle Code (PA 300 of 1949) to increase, and/or redistribute, effective October 1, 2003, a number of fees currently provided under the Code – driver license fees, vehicle title and registration service fees, and automobile dealer license fees. The bill also creates three new state-restricted funds (the Transportation Administration Collection Fund (TACF), the Traffic Law Enforcement and Safety Fund, and the Trooper Recruit School

Fund); provides for a new regulatory fee for the purpose of regulating highway safety; and provides for the allocation of current and increased fee revenue.

2004

Under the Michigan Transportation Fund Act, a city or village could not spend MTF funds for the construction of local streets unless the money was matched by local revenues. Also, funds designated for the major street system could be used for the local street system, but the money had to be matched equally by local revenue expenditures on the major street system or State trunk line highways. Public Act 9 of 2004 amends the Michigan Transportation Fund Act to provide that surplus money returned from the MTF for expenditure on the major street system may be spent on preservation of the local street system, without regard to the amount of local revenue spent, until January 1, 2009.

Public Act 163 of 2004 amends the Michigan Vehicle Code to provide that, effective February 1, 2005, a vehicle registration that was issued by the Secretary of State for a motorcycle would expire on the owner's birthday, rather than on March 31 under current law. The bill also deletes a provision requiring a tax on one-half the rate otherwise imposed by the Code to be collected for all motorcycles registered after September 30 for the period ending on March 31.

Public Act 172 and 175 of 2004 authorize the state's participation in the Streamlined Sales Tax Project, a multi-state effort to simplify and modernize sales and use tax collection and administration as a means of reducing the burden of collecting these taxes on sellers. Public Act 172 amends the Use Tax Act to make complementary changes for the state to be in compliance with the agreement, and Public Act 175 creates the Streamlined Sales and Use Tax Revenue Equalization Act. Under the new law, the 6 percent credit in the use tax act that replaced the 6 cent sales tax credit in the motor carrier fuel tax, and a 6 percent use tax on diesel fuel purchased by interstate motor carriers were moved to the new streamlined sales and use tax revenue equalization act. With the change, the revenue from the 6 percent tax is deposited in the MTF.

Public Act 384 of 2004 amends the Michigan Transportation Fund Act (PA 51 of 1951) to establish a Local Bridge Fund, which effective October 1, 2004 replaces the Critical Bridge Fund/Program. The newly created fund will receive an annual \$5 million earmark from the MTF, plus an earmark of certain revenue from the Motor Fuel Tax Act: a quarter cent of the gasoline excise tax in TY 2005, and a half-cent of the gasoline excise tax in subsequent fiscal years.

Public Act 390 of 2004 amended Part 215 (Underground Storage Tank Financial Assurance) of the Natural Resources and Environmental Protection Act by creating the Refined Petroleum Fund, and a new sunset date for the 7/8 cent per gallon regulatory fee on refined petroleum products. Under the new law, the MUSTFA fee will be collected until December 31, 2010. Those revenues will be deposited into the newly created fund, and used to finance debt service on Clean Michigan Initiative Bonds, environmental cleanup programs in the Department of Environmental

Quality, and consumer protection programs in the Department of Agriculture.

2005

Public Act 5 of 2005 amended the Michigan Transportation Fund Act to lower the population threshold at which a township and a county road commission may enter into a contract for the preservation of the county local road system within the township (from a township population of at least 40,000 to 15,000, and eliminating the county population requirement of at least 500,000); and increase the amount that a contracting road commission may pay to a contracting township for local road preservation.

Public Act 141 of 2005 amends the Michigan Vehicle Code to redirect the \$5.00 expedited service fee and the \$8.00 transfer fee currently deposited in to the MTF to the Transportation Administration Collection Fund (TACF) for fiscal year 2005, and 2005 and 2006, respectively.

Public Acts 172 through 174 of 2005 amend PA 222 of 1972 (an act which provides for a state personal identification card), the Michigan Vehicle Code, and the Natural Resources and Environmental Protection Act, to direct revenue from commercial look-up fees to the TACF.

Exhibit 31
Gasoline Tax Rankings by State
September 2005
(cents per gallon)

	State		State Gasoline		State Gasoline	
	Gasoline Tax	Rank	Tax with Sales Tax	Rank	Tax With Sales Tax and Maximum Local Gasoline Taxes	Rank
Alabama	16	42	16	44	24	23
Alaska	8	49	8	50	8	50
Arizona	18	33	18	36	18	40
Arkansas	21.5	23	21.5	28	21.5	31
California	18	33	38.3	1	38.3	3
Colorado	22	21	22	26	22	29
Connecticut	25	11	25	17	25	20
Delaware	23	18	23	24	23	26
Florida	14.5	46	14.5	47	32.3	7
Georgia	7.5	50	17.2	41	17.2	43
Hawaii	16	42	27.1	11	45.1	1
Idaho	25	11	25	17	25	20
Illinois	19	31	34.1	3	45.1	1
Indiana	18	33	32.3	5	32.3	7
Iowa	20.7	26	20.7	31	20.7	35
Kansas	24	14	24	20	24	23
Kentucky	17.4	39	17.4	40	17.4	42
Louisiana	20	27	20	32	20	36
Maine	25.9	9	25.9	15	25.9	18
Maryland	23.5	17	23.5	23	23.5	25
Massachusetts	21	24	21	29	21	32
Michigan	19	31	34.4	2	34.4	4
Minnesota	20	27	20	32	20	36
Mississippi	18	33	18	36	21	32
Missouri	17	40	17	42	17	44
Montana	27	7	27	13	27	15
Nebraska	25.3	10	25.3	16	25.3	19
Nevada	24	14	24	20	33	6
New Hampshire	18	33	18	36	18	40
New Jersey	14.5	46	14.5	47	14.5	48
New Mexico	17	40	17	42	17	44
New York	22.6	20	33.1	4	33.1	5
North Carolina	27.1	6	27.1	11	27.1	14
North Dakota	23	18	23	24	23	26
Ohio	28	5	28	10	28	13
Oklahoma	16	42	16	44	16	46
Oregon	24	14	24	20	27	15
Pennsylvania	30	2	30	7	30	10
Rhode Island	30	2	30	7	30	10
South Carolina	16	42	16	44	16	46
South Dakota	22	21	22	26	22	29
Tennessee	21	24	21	29	21	32
Texas	20	27	20	32	20	36
Utah	24.5	13	24.5	19	24.5	22
Vermont	20	27	20	32	20	36
Virginia	17.5	38	17.5	39	22.5	28
Washington	31	1	31	6	32	9
West Virginia	27	7	27	13	27	15
Wisconsin	29.9	4	29.9	9	29.9	12
Wyoming	14	48	14	49	14	49

Notes: State environmental fees were not included. Sales taxes are calculated using pre-tax retail prices for unleaded regular grade gasoline, plus state and federal gasoline taxes where applicable, multiplied by the statewide sales tax rate. Virginia local option sales tax on motor fuel included as local gasoline tax.

Sources: Commerce Clearing House, Federation of Tax Administrators, the U.S. Department of Energy, and Federal Highway Administration.

Exhibit 32
Michigan Motor Fuel Revenue History

Fiscal Year	Gasoline Tax Revenue	Diesel Fuel Revenue*	Liquefied Petroleum Revenue	Aviation Fuel Revenue
1956	\$130,961,671	\$1,249,857	\$67,853	\$571,402
1957	133,407,898	1,426,389	67,131	761,679
1958	133,818,382	1,588,005	77,951	849,111
1959	135,496,651	1,941,655	72,620	880,685
1960	142,789,451	2,510,539	69,612	962,448
1961	144,426,700	2,828,688	70,330	982,406
1962	148,103,666	3,340,036	79,430	1,109,821
1963	153,087,531	3,949,215	86,258	1,195,797
1964	161,406,978	4,729,550	86,335	1,032,144
1965	170,747,556	5,860,153	96,022	1,338,337
1966	181,660,659	7,087,586	106,287	1,646,505
1967	187,235,437	7,983,849	107,041	2,136,185
1968	209,989,524	9,648,641	120,654	2,486,798
1969	242,556,482	11,953,982	125,286	3,213,298
1970	256,858,580	13,173,736	129,001	3,556,796
1971	266,473,195	13,944,833	142,748	3,261,618
1972	281,878,162	15,877,405	162,813	2,879,953
1973	328,716,356	18,686,540	194,846	3,176,143
1974	377,584,888	19,542,204	236,919	3,465,785
1975	373,818,635	18,680,365	255,532	3,258,367
1976**	486,325,904	24,842,248	313,544	4,001,229
1977	402,755,827	22,959,514	282,813	3,705,705
1978	413,188,311	24,696,828	274,235	3,873,510
1979	472,280,488	30,417,938	297,822	4,462,639
1980	448,192,599	30,861,342	358,859	3,431,017
1981	417,491,808	28,358,625	543,443	3,543,699
1982	430,961,796	31,673,186	825,249	2,911,342
1983	433,052,572	36,531,879	1,072,670	2,542,207
1984	527,680,752	48,596,242	1,285,380	3,277,720
1985	569,708,205	54,763,729	1,273,922	3,896,310
1986	595,729,891	57,469,568	1,088,072	4,271,737
1987	604,479,419	60,881,145	950,226	5,219,748
1988	628,520,349	67,251,468	912,318	5,659,592
1989	624,951,721	71,479,395	954,007	5,605,366
1990	626,229,262	69,945,463	1,044,455	6,815,683
1991	622,513,663	69,884,933	971,290	6,184,456
1992	631,024,833	71,930,644	1,002,404	6,566,513
1993	657,191,544	84,876,025	1,068,636	7,360,801
1994	658,877,569	88,963,786	1,089,271	7,809,245
1995	681,711,071	95,047,310	816,254	7,772,204
1996	680,586,256	83,674,911	1,076,765	7,974,804
1997	736,316,612	85,912,538	1,051,127	6,698,560
1998	903,542,085	118,242,235	1,017,898	6,867,759
1999	931,031,120	134,545,842	798,258	8,389,628

Exhibit 32 (cont.)

<u>Fiscal Year</u>	<u>Gasoline Tax Revenue</u>	<u>Diesel Fuel Revenue*</u>	<u>Liquefied Petroleum Revenue</u>	<u>Aviation Fuel Revenue</u>
2000	\$921,991,065	\$143,461,574	\$1,039,944	\$7,732,150
2001	933,494,040	133,184,172	966,056	6,705,528
2002	938,911,784	142,977,457	891,352	6,698,836
2003	935,671,742	156,952,935	560,752	7,401,938
2004	932,139,677	140,515,681	623,861	7,721,014

* From FY 1980 to 2000, diesel fuel revenue includes diesel fuel tax, motor carrier diesel fuel tax, and motor carrier diesel license fees.

** 1976 was a 15-month fiscal year.

Exhibit 33
Michigan Motor Fuel Tax Rates
(cents per gallon)

<u>Fiscal</u> <u>Year</u>	<u>Gasoline</u>	<u>Diesel</u>	<u>LPG</u>	<u>Aviation</u>
1925-1926	2	na	na	na
1927-1930	3	na	na	na
1931-1946	3	na	na	3
1947-1950	3	5	na	3
1951-1953	4.5	6	na	3
1954	4.5	6	4.5	3
1955	4.5/6	6	4.5/6	3
1956-1967	6	6	6	3
1968	6/7	6/7	6/7	3
1969-1972	7	7	7	3
1973	7/9	7	7/9	3
1974-1978	9	7	9	3
1979	9/11	7/9	9/11	3
1980	11	9/11	11	3
1981-1982	11	11	11	3
1983	11/13	11/13	11/13	3
1984	13/15	13/15	13/15	3
1985-1996	15	15	15	3
1997	15/19	15	15	3
1998-2005	19	15	15	3

Source: Michigan Department of Treasury

Exhibit 34
Michigan Gasoline Taxes as a
Percent of Total Michigan State Taxes

Fiscal Year	Michigan Gasoline Tax	Total Michigan State Tax Revenue	Gasoline Tax as a Percent of State Taxes
1970	\$256,858,580	\$2,282,917,000	11.3 %
1971	266,473,195	\$2,476,286,000	10.8
1972	281,878,162	\$2,847,471,000	9.9
1973	328,716,356	\$3,323,894,000	9.9
1974	377,584,888	\$3,467,770,000	10.9
1975	373,818,635	\$3,488,331,000	10.7
1976*	486,325,904	\$4,907,922,000	9.9
1977	402,755,827	\$4,760,007,000	8.5
1978	413,188,311	\$5,389,620,000	7.7
1979	472,280,488	\$6,044,023,000	7.8
1980	448,192,599	\$6,126,400,000	7.3
1981	417,491,808	\$6,195,020,000	6.7
1982	430,961,796	\$6,500,591,000	6.6
1983	433,052,572	\$7,333,424,000	5.9
1984	527,680,752	\$8,471,626,000	6.2
1985	569,708,205	\$8,910,956,000	6.4
1986	595,729,891	\$9,270,804,000	6.4
1987	604,479,419	\$9,597,215,000	6.3
1988	628,520,349	\$10,285,539,000	6.1
1989	624,951,721	\$10,850,896,000	5.8
1990	626,229,262	\$11,062,400,000	5.7
1991	622,513,663	\$11,722,260,000	5.3
1992	631,024,833	\$12,232,193,000	5.2
1993	657,191,544	\$12,866,305,000	5.1
1994	658,877,569	\$15,082,510,000	4.4
1995	681,711,071	\$17,468,714,000	3.9
1996	680,586,256	\$18,520,076,000	3.7
1997	736,316,612	\$19,440,316,000	3.8
1998	903,542,085	\$20,626,025,000	4.4
1999	931,031,120	\$21,958,875,000	4.2
2000	921,991,065	\$22,865,496,000	4.0
2001	933,494,040	\$22,405,023,000	4.2
2002	938,911,784	\$22,070,408,000	4.3
2003	935,671,742	\$22,425,957,000	4.2
2004	932,139,677	\$22,799,928,000	4.1

* 15-month fiscal year.

Source: Michigan Department of Treasury

Exhibit 35
Michigan Gasoline Tax Revenues Adjusted for Inflation

<u>Fiscal Year</u>	<u>Rate (Cents)</u>	<u>Nominal Gasoline Tax Revenue</u>	<u>Real Gasoline Tax Revenue*</u>	<u>Percent Change</u>
1960	6	\$142,789,451	482,668,567	4.5 %
1961	6	144,426,700	483,706,503	0.2
1962	6	148,103,666	496,714,363	2.7
1963	6	153,087,531	508,174,377	2.3
1964	6	161,406,978	531,526,821	4.6
1965	6	170,747,556	551,985,634	3.8
1966	6	181,660,659	565,040,930	2.4
1967	6	187,235,437	560,585,141	-0.8
1968	6/7	209,989,524	606,467,939	8.2
1969	7	242,556,482	661,969,021	9.2
1970	7	256,858,580	659,175,141	-0.4
1971	7	266,473,195	656,337,919	-0.4
1972	7	281,878,162	669,544,328	2.0
1973	7/9	328,716,356	742,023,377	10.8
1974	9	377,584,888	773,739,525	4.3
1975	9	373,818,635	703,989,896	-9.0
1976	9	486,325,904	866,891,094	23.1
1977	9	402,755,827	674,632,876	-22.2
1978	9	413,188,311	647,630,582	-4.0
1979	9/11	472,280,488	663,315,292	2.4
1980	11	448,192,599	544,583,960	-17.9
1981	11	417,491,808	453,302,723	-16.8
1982	11	430,961,796	449,855,737	-0.8
1983	11/13	433,052,572	435,666,572	-3.2
1984	13/15	527,680,752	515,313,234	18.3
1985	15	569,708,205	538,476,564	4.5
1986	15	595,729,891	551,091,481	2.3
1987	15	604,479,419	546,051,869	-0.9
1988	15	628,520,349	547,491,593	0.3
1989	15	624,951,721	517,344,140	-5.5
1990	15	626,229,262	493,871,658	-4.5
1991	15	622,513,663	470,176,483	-4.8
1992	15	631,024,833	467,079,818	-0.7
1993	15	657,191,544	474,164,173	1.5
1994	15	658,877,569	461,075,975	-2.8
1995	15	681,711,071	462,176,997	0.2
1996	15	680,586,256	448,935,525	-2.9
1997	15/19	736,316,612	473,820,214	5.5
1998	19	903,542,085	568,623,087	20.0
1999	19	931,031,120	571,886,437	0.6
2000	19	921,991,065	547,825,945	-4.2
2001	19	933,494,040	537,108,194	-2.0
2002	19	938,911,784	528,964,385	-1.5
2003	19	935,671,742	514,105,353	-2.8
2004	19	932,139,677	505,498,740	-1.7

* Adjusted by Detroit Consumer Price Index to 1982-84 dollars.

Sources: Michigan Department of Treasury and U.S. Department of Labor.

Exhibit 36
State Motor Fuel Tax Rates and Other Transportation-Related Taxes
December 2005
(cents)

<u>State</u>	<u>Gasoline Tax Rate</u>	<u>Diesel Tax Rate</u>	<u>Motor Carrier Tax Rate</u>	<u>Local Gasoline Tax</u>	<u>Sales Tax on Gasoline</u>	<u>Highway Toll Roads</u>
Alabama	16.0	19.0	19.0	Yes		Yes
Alaska	8.0	8.0	8.0			
Arizona	18.0	18.0	26.0			
Arkansas	21.5	22.5	22.5			
California	18.0	18.0	29.5		Yes	Yes
Colorado	22.0	20.5	20.5			Yes
Connecticut	25.0	26.0	26.0			
Delaware	23.0	22.0	22.0			Yes
Florida	14.5	27.3	29.4	Yes		Yes
Georgia	7.5	7.5	13.2		Yes	Yes
Hawaii	16.0	16.0	16.0	Yes	Yes	
Idaho	25.0	25.0	25.0			
Illinois	19.0	21.5	31.4	Yes	Yes	Yes
Indiana	18.0	16.0	27.0		Yes	Yes
Iowa	20.7	22.5	22.5			
Kansas	24.0	26.0	26.0			Yes
Kentucky	17.4	17.2	19.6			Yes
Louisiana	20.0	20.0	20.0			Yes
Maine	25.9	27.0	26.7			Yes
Maryland	23.5	24.3	24.3			Yes
Massachusetts	21.0	21.0	21.0			Yes
Michigan	19.0	15.0	15.0		Yes	
Minnesota	20.0	20.0	20.0			
Mississippi	18.0	18.0	18.0	Yes		
Missouri	17.0	17.0	17.0			
Montana	27.0	27.8	27.8			
Nebraska	25.3	25.3	25.4			
Nevada	24.0	27.0	27.0	Yes		Yes
New Hampshire	18.0	18.0	18.0			Yes
New Jersey	14.5	17.5	17.5			Yes
New Mexico	17.0	21.0	21.0			
New York	22.6	21.5	36.6		Yes	Yes
North Carolina	27.1	27.1	26.9			Yes
North Dakota	23.0	23.0	22.0			
Ohio	28.0	28.0	28.0			Yes
Oklahoma	16.0	13.0	13.0			Yes
Oregon	24.0	24.0	24.0	Yes		
Pennsylvania	30.0	36.4	36.4			Yes
Rhode Island	30.0	30.0	30.0			
South Carolina	16.0	16.0	16.0			Yes
South Dakota	22.0	22.0	22.0			
Tennessee	21.0	18.0	17.0			
Texas	20.0	20.0	20.0			Yes
Utah	24.5	24.5	24.5			Yes
Vermont	20.0	26.0	26.0			Yes
Virginia	17.5	16.0	19.5	Yes		Yes
Washington	31.0	31.0	29.5	Yes		
West Virginia	27.00	27.00	27.00			Yes
Wisconsin	29.9	29.9	32.7			
Wyoming	14.0	14.0	14.0			

Notes: Michigan provides motor carriers a six percent motor carrier use tax credit on fuel purchased in-state and used out-of-state, and levies a six percent motor carrier use tax on fuel purchased out-of-state and used in-state. New York tax rate includes a 14.6 cents/gallon business petroleum tax. Pennsylvania tax rate includes a 18 cents/gallon gasoline and 23 cents/gallon diesel oil franchise tax. Virginia has a local option sales tax on motor fuel. Some states have local option taxes but do not currently levy them. Gasoline price refers to September 2005 levels. Motor carrier tax rate refers to average tax rate plus surcharge for 2004 as provided by the IFTA.

Sources: Commerce Clearing House, Federation of Tax Administrators, and Federal Highway Administration.

Exhibit 37
State Motor Fuel Taxes 2003
Per Person and as Percent of Personal Income

<u>State</u>	<u>Motor Fuel Taxes Per Person</u>	<u>Rank</u>	<u>Motor Fuel Taxes as a Percent of Personal Income</u>	<u>Rank</u>
Alabama	\$125	28	0.48%	21
Alaska	\$42	50	0.13%	50
Arizona	\$116	38	0.43%	28
Arkansas	\$160	11	0.66%	2
California	\$89	45	0.27%	44
Colorado	\$120	34	0.35%	39
Connecticut	\$147	14	0.34%	40
Delaware	\$131	23	0.39%	32
Florida	\$109	41	0.36%	36
Georgia	\$53	49	0.19%	48
Hawaii	\$59	48	0.19%	47
Idaho	\$150	13	0.59%	5
Illinois	\$102	44	0.30%	43
Indiana	\$176	3	0.61%	4
Iowa	\$140	18	0.49%	19
Kansas	\$150	12	0.51%	16
Kentucky	\$121	31	0.47%	23
Louisiana	\$128	26	0.50%	18
Maine	\$163	8	0.57%	9
Maryland	\$128	25	0.34%	41
Massachusetts	\$104	43	0.26%	45
Michigan	\$107	42	0.34%	42
Minnesota	\$125	29	0.36%	35
Mississippi	\$134	22	0.58%	7
Missouri	\$119	36	0.41%	30
Montana	\$198	1	0.75%	1
Nebraska	\$176	4	0.57%	8
Nevada	\$178	2	0.56%	11
New Hampshire	\$120	33	0.35%	38
New Jersey	\$64	47	0.16%	49
New Mexico	\$135	21	0.54%	13
New York	\$78	46	0.22%	46
North Carolina	\$141	17	0.50%	17
North Dakota	\$167	6	0.58%	6
Ohio	\$124	30	0.41%	29
Oklahoma	\$116	37	0.44%	25
Oregon	\$111	40	0.38%	33
Pennsylvania	\$142	15	0.45%	24
Rhode Island	\$126	27	0.39%	31
South Carolina	\$113	39	0.43%	27
South Dakota	\$164	7	0.56%	10
Tennessee	\$139	19	0.49%	20
Texas	\$129	24	0.44%	26
Utah	\$137	20	0.53%	14
Vermont	\$141	16	0.47%	22
Virginia	\$119	35	0.35%	37
Washington	\$120	32	0.37%	34
West Virginia	\$160	10	0.66%	3
Wisconsin	\$162	9	0.53%	15
Wyoming	\$175	5	0.54%	12
U.S. Average	\$115		0.44%	

Sources: 2003 Highway Statistics, Federal Highway Administration, Table MF-1.
Bureau of Economic Analysis and Bureau of the Census, U.S. Department of Commerce.

Exhibit 38
State-Administered Toll Roads and
Crossing Facilities Revenue, 2003

<u>State</u>	<u>Toll Revenue</u>	<u>Rank</u>
New York	\$1,348,050,000	1
New Jersey	952,111,000	2
Florida	865,831,000	3
California	859,693,000	4
Pennsylvania	779,878,000	5
Illinois	401,007,000	6
Texas	387,707,000	7
Massachusetts	363,652,000	8
Washington	251,594,000	9
Maryland	232,669,000	10
Ohio	202,319,000	11
Oklahoma	190,204,000	12
Delaware	182,628,000	13
Alaska	127,456,000	14
Virginia	112,518,000	15
Indiana	92,999,000	16
Kansas	73,408,000	17
New Hampshire	69,892,000	18
Maine	69,737,000	19
West Virginia	59,079,000	20
Louisiana	48,684,000	21
Georgia	47,047,000	22
Michigan	31,748,000	23
Kentucky	16,666,000	24
Rhode Island	14,278,000	25
South Carolina	8,427,000	26
North Carolina	6,011,000	27
Connecticut	641,000	28
Nevada	515,000	29
Utah	363,000	30
Tennessee	273,000	31
Arkansas	12,000	32
Alabama	0	33
Arizona	0	33
Colorado	0	33
Hawaii	0	33
Idaho	0	33
Iowa	0	33
Minnesota	0	33
Mississippi	0	33
Missouri	0	33
Montana	0	33
Nebraska	0	33
New Mexico	0	33
North Dakota	0	33
Oregon	0	33
South Dakota	0	33
Vermont	0	33
Wisconsin	0	33
Wyoming	0	33

Note: Total revenue includes tolls, concessions and rentals, bond proceeds, net income from investments and miscellaneous revenue.

Source: 2003 Highway Statistics Federal Highway Administration, Table SF-3B.

Exhibit 39
Michigan Motor Vehicle Registration Taxes

Fiscal Year	Motor Vehicle Registration Taxes	Licenses, Permits and Miscellaneous	Fiscal Year	Motor Vehicle Registration Taxes	Licenses, Permits and Miscellaneous
1956	\$63,386,404	\$7,164,232	2000	\$755,096,882	\$144,770,000
1957	66,107,708	6,071,121	2001	777,903,036	141,862,000
1958	63,096,982	7,053,765	2002	827,347,381	139,015,000
1959	64,483,983	12,394,776	2003	844,695,019	141,550,000
1960	67,143,071	6,019,279	2004	933,822,335	129,592,000
1961	67,137,714	5,768,690			
1962	68,272,798	7,981,511			
1963	70,931,922	3,821,461			
1964	73,953,110	9,046,524			
1965	77,911,496	10,304,000			
1966	81,190,953	11,717,000			
1967	82,640,929	14,812,000			
1968	85,653,690	9,847,000			
1969	114,545,531	11,508,000			
1970	122,655,292	13,196,000			
1971	126,664,196	11,822,000			
1972	134,973,154	23,532,000			
1973	143,877,500	24,085,000			
1974	149,741,376	33,615,000			
1975	151,426,516	18,678,000			
1976	163,485,628	38,310,000			
1977	166,993,061	30,403,000			
1978	173,363,943	39,606,000			
1979	235,343,000	53,941,000			
1980	236,249,529	77,731,000			
1981	211,009,832	83,859,000			
1982	213,531,008	68,913,000			
1983	237,724,622	51,390,000			
1984	255,862,631	64,520,000			
1985	286,683,713	74,401,000			
1986	299,980,206	69,994,000			
1987	315,941,648	64,487,000			
1988	363,183,844	102,788,000			
1989	397,038,510	124,929,000			
1990	409,819,989	128,753,000			
1991	420,162,272	121,552,000			
1992	441,775,914	99,909,000			
1993	462,458,099	117,348,000			
1994	494,250,965	127,211,000			
1995	521,156,108	160,008,000			
1996	564,416,538	146,038,000			
1997	596,452,461	126,256,000			
1998	664,781,693	149,650,000			
1999	709,869,374	143,460,000			

Source: Michigan Department of Treasury