

FY 2023-24: DEPARTMENT OF TRANSPORTATION
Summary: Conference Report
Article 15, House Bill 4437 (H-1) CR-1



Analyst: William E. Hamilton

IDG/IDT	FY 2022-23 YTD as of 2/8/23	FY 2023-24 Executive	FY 2023-24 House	FY 2023-24 Senate	FY 2023-24 Conference	Difference: Conference From FY 2022-23 YTD	
						Amount	%
	\$4,123,800	\$4,353,000	\$4,353,000	\$4,353,000	\$4,353,000	\$229,200	5.6
Federal	2,026,480,000	2,090,121,400	2,090,121,400	2,090,121,400	2,149,121,400	122,641,400	6.1
Local	85,773,500	85,773,500	85,773,500	85,773,500	85,773,500	0	0.0
Private	16,800,000	16,800,000	16,800,000	16,800,000	16,800,000	0	0.0
Restricted	3,905,021,600	4,082,402,000	4,082,502,000	4,082,402,000	4,082,402,000	177,380,400	4.5
GF/GP	91,250,000	303,000,000	525,500,000	551,500,000	288,100,000	196,850,000	215.7
Gross	\$6,129,448,900	\$6,582,449,900	\$6,805,049,900	\$6,830,949,900	\$6,626,549,900	\$497,101,000	8.1
FTEs	3,056.3	3,224.3	3,224.3	3,159.3	3,224.3	168.0	5.5

Notes: (1) FY 2022-23 year-to-date figures include mid-year budget adjustments through February 8, 2023. (2) Appropriation figures for all years include all proposed appropriation amounts, including amounts designated as "one-time." (3) House means House Bill 4309 (H-2), as passed by the House, May 10, 2023. (4) Senate means Senate Bill 178 (S-2), as passed by the Senate, May 10, 2023. Conference means House Bill 4437 (H-1) CR-1.

Overview

The state transportation budget supports state and local highway programs, public transportation programs, aeronautics programs, and administration of the Michigan Department of Transportation (MDOT). Historically, two-thirds of the revenue in this budget has come from state restricted revenue, with approximately one-third from federal sources. State-restricted revenue in this budget includes revenue from motor fuel taxes, vehicle registration taxes, and from a \$600.0 million earmark of Income Tax Act revenue. Approximately \$3.7 billion in state restricted revenue is first credited to the Michigan Transportation Fund (MTF) and then distributed in accordance with 1951 PA 51 ("Act 51") to other state transportation funds and programs, including the State Trunkline Fund (STF), the Comprehensive Transportation Fund (CTF), and local road agencies (county road commissions and cities/villages). Revenue from aviation fuel and registration taxes, as well as a portion of Airport Parking Tax revenue, is credited to the State Aeronautics Fund for aeronautics programs. Federal funds for transportation programs are authorized under the federal Infrastructure Investment and Jobs Act (IIJA).

Major Budget Changes from FY 2022-23 YTD Appropriations	FY 2022-23 Year-to-Date (as of 2/8/23)	FY 2023-24 Conference Change
1. Debt Service	Gross \$225,300,500	\$118,439,600
<u>Executive</u> includes \$343.7 million for debt service on bonds issued under a pledge of state restricted revenue – a net increase of \$118.4 million as compared to current year. Debt service primarily relates to previously issued and outstanding bonds, although part of the increase relates to debt service for STF bonds MDOT had anticipated issuing in 2023 as part of the Rebuilding Michigan bond program – to date, additional bonds have not been issued in 2023.	Restricted 225,300,500	118,439,600
	GF/GP \$0	\$0

Debt service is made from different restricted fund sources (STF, Blue Water Bridge Fund, CTF, Local bridge fund, State Aeronautics Fund, or Transportation Economic Development Fund (TEDF)) based on the use of the original bond proceeds. While TEDF-related debt service falls by \$6.0 million, and debt service for CTF-backed bonds would end entirely, STF-related debt service would increase by \$124.5 million as compared to the current year. House, Senate, and Conference concur with Executive.

<u>Major Budget Changes from FY 2022-23 YTD Appropriations</u>	<u>FY 2022-23 Year-to-Date (as of 2/8/23)</u>	<u>FY 2023-24 Conference Change</u>
2. Baseline Staffing and STF Funding Increases	FTE	2,879.3
<u>Executive</u> increases staffing authorization by 165.0 FTE positions across a number of STF-funded operating and service line items; increases funding by \$9.1 million STF to better align funding with FTE authorization. Specific increases by line item:	Gross	\$638,520,400
	Restricted	638,520,400
	GF/GP	\$0

Business Support: 4.0 FTEs, \$588,200; Commission Audit: \$1.2 million, (no increase in FTE authorization); Office of Transportation Economic Development: 1.0 FTE, \$111,600; Finance, Contracts, Support Services: 10.0 FTEs, \$1.6 million; Planning Services: 3.0 FTEs, \$489,900; Design/Engineering: 139.0 FTEs, \$4.3 million; Maintenance Operations: 8.0 FTEs, \$879,700.

In addition to the STF-funded lines, the request for Office of Rail includes an additional 2.0 FTE positions and a \$300,500 increase in CTF support.

House concurs with Executive. Senate includes funding increases but only includes 101.0 FTE increase. Conference concurs with Executive.

3. State Trunkline Maintenance	FTE	901.7	0.0
<u>Executive</u> increases STF support by \$21.7 million to recognized increased costs associated with maintenance materials and contract services. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$443,561,300	\$21,698,500
	Restricted	443,561,300	21,698,500
	GF/GP	\$0	\$0

4. Design and Engineering Services – Budget Realignment	FTE	1,572.3	0.0
<u>Executive</u> shifts federal and state restricted funding between the capital State Trunkline Road and Bridge line item and Design and Engineering operating line items. See corresponding action in Item #5, below. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$190,254,100	\$58,857,400
	Federal	23,529,800	(10,000,000)
	Restricted	166,724,300	68,857,400
	GF/GP	\$0	\$0

Note that these fund shifts affect only the internal structure of the budget and do not affect actual funds available for the capital trunkline road and bridge construction program.

5. Road and Bridge Program – Revenue Adjustments/Fund Shift	Gross	\$1,661,869,600	(\$162,230,600)
<u>Executive</u> funding for the capital State Trunkline Road and Bridge Construction line item would decrease by a net \$162.2 million: federal funds would increase by \$10.0 million while state restricted funds would decline by a net \$172.2 million. The change in this program line item is due to: increases in restricted revenue recognized in the budget, \$53.3 million; the Design/Engineering budget realignment described in Item #4 above, (\$58.9 million); increases in other STF-funded line items totaling \$158.7 million (including \$124.5 million STF debt service increase).	Federal	1,185,230,900	10,000,000
	Local	30,003,500	0
	Private	10,000,000	0
	Restricted	436,635,200	(172,230,600)
	GF/GP	\$0	\$0

See Table below:

House concurs with Executive. Senate recognizes the shifts described above but shifts \$50.0 million STF to provide one-time funding for a rail project in the city of Trenton, Wayne County.

Conference concurs with Executive.

Major Budget Changes from FY 2022-23 YTD Appropriations

**FY 2022-23
Year-to-Date
(as of 2/8/23)**

**FY 2023-24
Conference
Change**

Reconciliation of State Trunkline Road and Bridge Program Changes					
Fund Source	FY 2022-23 YTD	Changes from FY 2022-23			FY 2023-24 Net Change per Executive Recommendation
		Revenue Adjustments	Design/Engineering Budget Realignment ⁽³⁾	Other STF Line Item Increases that Reduce Available STF	
Gross	\$1,661,869,600	\$55,338,200	(\$58,857,400)	(\$158,711,400)	(\$162,230,600)
Federal	1,185,230,900		10,000,000		10,000,000
Local	30,003,500				0
Private	10,000,000				0
Restricted	436,635,200	42,695,500 ⁽¹⁾ 12,642,700 ⁽²⁾	(68,857,400)	(124,523,600) ⁽⁴⁾ (34,187,800) ⁽⁵⁾	(172,230,600)
GF/GP	\$0	\$0	\$0	\$0	\$0

The table reconciles the FY 2023-24 net change in the State Trunkline Road and Bridge Construction line item with the elements that effected that change:

Key:

1. Increase in estimated STF revenue
2. Increase in Blue Water Bridge Fund revenue recognized in the budget
3. Design/Engineering Budget realignment described in Item #4, above.
4. Increase in STF Debt service
5. Other STF line item budget changes including staffing increases, maintenance cost increases, etc.

6. MTF to Local Road Agencies

Executive includes \$1.95 billion in estimated MTF distribution to local road agencies (county road commissions, and cities and villages), \$39.0 million more than the current year. This reflects the Act 51 distribution of estimated MTF revenue from motor fuel and vehicle registration taxes as well as local road agency share of \$600.0 million earmarked for road and bridge programs in the Income Tax Act. The actual distribution will be based on actual MTF revenue collections. House, Senate, and Conference concur with Executive.

Gross	\$1,910,975,400	\$39,028,900
Restricted	1,910,975,400	39,028,900
GF/GP	\$0	\$0

7. Transportation Economic Development Fund (TEDF)

Executive includes \$55.4 million for the TEDF program, an increase of \$9.4 million from the current year. The increase primarily reflects a \$6.0 million reduction in TEDF debt service, as well as increases in estimated interest earnings on the TEDF balance.

Gross	\$45,951,000	\$9,418,000
Restricted	45,951,000	9,418,000
GF/GP	\$0	\$0

The TEDF/Target Industries categorical program (Category "A") would increase by a total of \$7.4 million. Of this increase, \$4.2 million reflects the Category A share of the \$9.4 million total TEDF increase, and \$3.0 million is due to shift of \$3.0 million from the TEDF/Community Service Infrastructure program (Category "B") to Category A. The Category B program and \$3.0 million funding earmark, established in 2018 PA 473, sunset at the end of FY 2022-23. The TEDF program is a targeted transportation program established and governed by statute, 1987 PA 231. House, Senate, and Conference concur with Executive.

		FY 2022-23 Year-to-Date (as of 2/8/23)	FY 2023-24 Conference Change
Major Budget Changes from FY 2022-23 YTD Appropriations			
8. Transit Programs – Local Bus Operating Assistance			
<u>Executive</u> increases state operating support for local public transit by \$15.0 million CTF. The increase is possible as a result of an increase in available CTF revenue available as well as appropriation of the available CTF fund balance. <u>House</u> includes an increase of \$75.0 million CTF as compared to current year. <u>Senate</u> concurs with the Executive and includes a \$15.0 million CTF increase. <u>Conference</u> includes a \$60.0 million increase as compared to current year - \$15.0 million CTF included in the ongoing baseline and \$45.0 million from federal American Rescue Plan (ARP) COVID-19 relief funds shown as one-time.	Gross	\$201,750,000	\$60,000,000
	Federal	0	45,000,000
	Restricted	201,750,000	15,000,000
	GF/GP	\$0	\$0
9. Transit Capital			
<u>Executive</u> recognizes \$43.6 million increase in estimated federal transit capital grants for local transit agencies. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$179,076,100	\$43,641,400
	Federal	78,000,000	43,641,400
	Local	31,000,000	0
	Private	2,000,000	0
	Restricted	68,076,100	0
	GF/GP	\$0	\$0
10. Rail Operations and Infrastructure			
<u>Executive</u> retains baseline funding. <u>House</u> and <u>Senate</u> concur. <u>Conference</u> includes one-time \$14.9 million CTF increase.	Gross	\$137,750,700	\$14,900,000
	Federal	30,000,000	0
	Local	100,000	0
	Private	2,000,000	0
	Restricted	105,650,700	14,900,000
	GF/GP	\$0	\$0
11. Van Pooling			
<u>Executive</u> includes \$400,000 CTF for the van pool program; \$205,000 CTF more than current year. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$195,000	\$205,000
	Restricted	195,000	205,000
	GF/GP	\$0	\$0
12. Specialized Services			
<u>Executive</u> includes a baseline increase of \$3.8 million CTF for this targeted transit line item. The increase is made possible as a result of an increase in available CTF revenue. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$26,541,300	\$3,771,100
	Federal	13,127,400	0
	Local	4,185,000	0
	Restricted	9,228,900	3,771,100
	GF/GP	\$0	\$0
13. Detroit/Wayne County Port Authority			
<u>Executive</u> would retain current year funding levels of \$500,000 CTF. <u>House</u> includes \$600,000 CTF, \$100,000 more than Executive. <u>Senate</u> concurs with Executive and retains current-year funding level. <u>Conference</u> concurs with House and includes \$100,000 CTF baseline increase.	Gross	\$500,000	\$100,000
	Restricted	500,000	100,000
	GF/GP	\$0	\$0
14. Marine Passenger Service			
<u>Executive</u> increases CTF support by \$188,000 for line item that provides capital assistance to eligible public ferry services in Michigan. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$4,964,000	\$188,000
	Federal	2,652,000	0
	Local	500,000	0
	Restricted	1,812,000	188,000
	GF/GP	\$0	\$0
15. Capital Outlay – Salt Storage and other Property Maintenance			
<u>Executive</u> increases STF support by \$2.5 million for construction of salt storage facilities and capital maintenance of other MDOT-owned facilities. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with Executive.	Gross	\$5,501,500	\$2,499,000
	Restricted	5,501,500	2,499,000
	GF/GP	\$0	\$0

		FY 2022-23 Year-to-Date (as of 2/8/23)	FY 2023-24 Conference Change
Major Budget Changes from FY 2022-23 YTD Appropriations			
16. Capital Outlay - Airport Improvement Program (AIP)	Gross	\$160,461,900	\$19,607,800
<u>Executive</u> includes \$180.0 million for program of federal capital assistance to eligible local public airports in the state, a net increase of \$19.6 million. Recognizes \$155.0 million in federal AIP funds, an increase of \$20.0 million from current year. Estimated available State Aeronautics Fund revenue would decrease by \$392,200. This program is shown in the budget under the line item Airport Safety, Protection, and Improvement (ASAP). <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with <u>Executive</u> .	Federal	135,000,000	20,000,000
	Local	17,500,000	0
	Private	2,000,000	0
	Restricted	5,961,900	(392,200)
	GF/GP	\$0	\$0
17. Detroit Metropolitan Wayne County Airport	Gross	\$5,850,000	\$520,000
<u>Executive</u> increases Qualified Airport Fund support by \$520,000 reflecting revenue estimates. As provided through 2015 amendments to the State Aeronautics Code, Qualified Airport Fund revenue is appropriated to the Detroit Metropolitan Wayne County Airport. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with <u>Executive</u> .	Restricted	5,850,000	520,000
	GF/GP	\$0	\$0
18. IJJA Airport Infrastructure Grants	Gross	\$95,000,000	\$0
<u>Executive</u> retains current year \$95.0 million federal spending authority for a new program of federal aid to public airports established under Division J of IJJA. <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with <u>Executive</u> .	Federal	95,000,000	0
	GF/GP	\$0	\$0
19. Back Out FY 2022-23 One-Time Items	Gross	\$92,500,000	(\$92,500,000)
<u>Executive</u> removes one-time FY 2022-23 items not carried forward for FY 2023-24: Replace Weather Station Equipment, \$3.9 million GF/GP; Airport Infrastructure Grants, \$25.0 million GF/GP; Basic Marine Dock, \$700,000 CTF; Magnetic Roadway Sweepers, \$350,000 GF/GP; Priority Grade Separation Projects, \$12.0 million GF/GP; Technical Assistance, Planning, and IJJA Match Grants, \$25.0 million GF/GP; Upper Peninsula Freight Rail Infrastructure, \$550,000 CTF; Category "B" TEDF projects, \$25.0 million (in supplemental, 2023 PA 1.) <u>House</u> , <u>Senate</u> , and <u>Conference</u> concur with <u>Executive</u> .	Restricted	1,250,000	(1,250,000)
	GF/GP	\$91,250,000	(\$91,250,000)
20. One-Time – Intermodal Capital Investments Grants	Gross	\$0	\$50,000,000
<u>Executive</u> had included \$160.0 million (\$100.0 million GF/GP, \$60.0 million CTF) for a one-time program in support of intermodal capital grants. <u>House</u> includes as a \$100 GF/GP placeholder; shifts \$60.0 million CTF to Local bus operating. <u>Senate</u> includes \$100.0 million Gross, (\$40.0 million GF/GP). <u>Conference</u> includes \$45.0 million CTF and \$5.0 million GF/GP; defined in boilerplate section 1001 .	Restricted	0	45,000,000
	GF/GP	\$0	\$5,000,000
21. One-Time GF/GP – Michigan/Local Bridge Bundling Initiative	Gross	\$0	\$80,000,000
<u>Executive</u> had included \$200.0 million in one-time GF/GP for a program to address failing or critical bridges in need of rehabilitation or replacement. <u>House</u> includes \$100 GF/GP placeholder. <u>Senate</u> includes \$150.0 million GF/GP. <u>Conference</u> includes \$80.0 million GF/GP defined in boilerplate section 1002 . The program in the Conference agreement is entirely targeted at locally owned bridges.	GF/GP	\$0	\$80,000,000
22. One-Time GF/GP – MI Contracting Opportunity	Gross	\$0	\$3,000,000
<u>Executive</u> includes \$3.0 million in one-time GF/GP for program to increase contracting opportunities for socially or economically disadvantaged business concerns. <u>House</u> includes at \$5.0 million GF/GP. <u>Senate</u> concurs with <u>Executive</u> and includes \$3.0 million GF/GP. <u>Conference</u> includes \$3.0 million GF/GP and related boilerplate section 1003 .	GF/GP	\$0	\$3,000,000
23. One-Time GF/GP – Critical Infrastructure Projects	Gross	\$0	\$181,600,000
<u>Senate</u> includes \$104.0 million one-time GF/GP for a number of projects earmarked in boilerplate. <u>Conference</u> includes \$181.6 million GF/GP defined in boilerplate section 1005 .	GF/GP	\$0	\$181,600,000

		FY 2022-23 Year-to-Date (as of 2/8/23)	FY 2023-24 Conference Change
<u>Major Budget Changes from FY 2022-23 YTD Appropriations</u>			
24. One-Time GF/GP – New Technology/Mobility	Gross	\$0	\$18,500,000
<u>House</u> includes \$42.5 million one-time GF/GP for a number of projects in support of new transportation technology, defined in boilerplate. <u>Conference</u> includes \$18.5 million defined in boilerplate section 1004 .	GF/GP	\$0	\$18,500,000
25. ARP – One-Time Mobility Fund Platform	Gross	\$0	\$3,500,000
<u>Conference</u> includes \$3.5 million using federal ARP COVID-19 relief funds. Boilerplate section 1008 .	Federal	0	3,500,000
	GF/GP	\$0	\$0
26. ARP – One-Time Mobility Challenge	Gross	\$0	\$3,500,000
<u>Conference</u> includes \$3.5 million using federal ARP COVID-19 relief funds. Boilerplate section 1009 .	Federal	0	3,500,000
	GF/GP	\$0	\$0
27. ARP – One-Time Air Service Revitalization	Gross	\$0	\$7,000,000
<u>Conference</u> includes \$7.0 million using federal ARP COVID-19 relief funds. Boilerplate section 1010 .	Federal	0	7,000,000
	GF/GP	\$0	\$0
28. Economic Adjustments	Gross	NA	(\$84,800)
Reflects net decrease in estimated costs of \$84,800 Gross (\$0 GF/GP) for negotiated salary and wage increases (2.0% on October 1, 2023), actuarially required retirement contributions, worker's compensation, building occupancy charges, rent, and other economic adjustments.	IDG	NA	(8,300)
	Federal	NA	(136,100)
	Restricted	NA	59,600
	GF/GP	NA	\$0
29. Executive Budget Revision – Staffing	Gross	NA	\$0
<u>Conference</u> reflects Executive Budget Revision dated April 18, 2023 to recognize additional costs associated with compensation increases for certain specific Civil Service classifications. The estimated costs of these compensation increases by department were not available at the time of the Governor's February 8, 2023 budget presentation. In this budget, estimated compensation increases of \$5.7 million are reflected in several MDOT operating line items. These increases are offset by reductions in non-operating/capital program line items, and as a result, the changes net to \$0.	Federal	NA	0
	Restricted	NA	0
	GF/GP	NA	\$0

Major Boilerplate Changes from FY 2022-23

Sec. 1001. Intermodal Capital Investment Grants – NEW

Executive proposes language defining the new one-time grant program established in part 1. Senate concurs with Executive for subsections 1-3; adds subsection 4 to limit individual grants to \$20.0 million. Conference includes Executive language; does not include single project limitation.

Sec. 1002. Bridge Bundling Initiative – NEW

Executive proposes language defining the new one-time grant program established in part 1. Senate concurs with Executive for subsection 1; adds work project language as subsection 2. Conference modifies Executive language to target locally owned bridges; includes work project language.

Sec. 1003. MI Contracting Opportunity – NEW

Executive budget included \$3.0 million MI Contracting Opportunity line item and related boilerplate which directs that funds be expended in support of activities that enhance the development and availability of contractors or suppliers for the delivery of department programs that are socially or economically disadvantaged as defined in Section 100002 of IJA. Also provides for a revolving loan program and revolving loan fund established within the department. House and Senate concur with Executive language. Conference concurs with Executive language.

Sec. 1004. New Technology/Mobility Grants – NEW

Conference includes section that defines the uses of the \$18.5 million part 1 appropriation:

- (a) \$10.0 million for advanced aerial mobility/ drone infrastructure projects including vertiports, drone hubs, drone ports, and last mile delivery.
- (b) \$5.0 million for a Lake Michigan Electric Vehicle Circuit Tour project.
- (c) \$3.5 million for a Shared Streets and Spaces grants

Major Boilerplate Changes from FY 2022-23

Sec. 1005. Critical Infrastructure – NEW

Conference includes new section that defines uses of the \$181.6 million part 1 grant program as follows:

Subsec. (2) Subdivision	Recipient/Designation	Amount
a	Local disaster relief fund	\$5,000,000
b	Rail grade separation - "Highest Priority"	10,000,000
c	Mack Avenue Corridor Improvement Plan	1,000,000
d	Dock and port rehabilitation (Sault Ste. Marie)	5,000,000
e	MDOT for design and build soundwalls in City of Troy	10,000,000
f	Martin Luther King bridge replacement/rehabilitation (Pontiac)	10,000,000
g	Macomb county township road reconstruction/rehabilitation	100,000
h	Miss Dig: \$500,000 utility mapping; \$500,000 education and training	1,000,000
i	County road association software	1,000,000
j	Reconstruction of roads and sidewalks (Canton township)	5,000,000
k	White Lake Road (Livingston county)	1,440,000
l	Allen Park – road construction project	1,600,000
m	Lincoln Park – road construction project	1,400,000
n	Baraga County transportation facility	3,000,000
o	Hamtramck sidewalk and alley repairs	260,000
p	Airport grant (Capital Region Airport) – roadway improvements	9,400,000
q	Rail grade separation project (Van Horn and Fort Street in Trenton)	20,000,000
r	Township (Macomb Township) match for county road project	5,000,000
s	Bay county road reconstruction project	10,000,000
t	Clinton county road construction project	10,000,000
u	Construction of US-131 Business loop interchange (Kalamazoo)	20,000,000
v	Movable Bridge – Grosse Ile/ Wayne County	20,000,000
w	Denton Road bridge – Belleville, Wayne County	10,000,000
x	Battle Creek Unlimited – Drone Park	7,000,000
y	Great Lakes Marine Office within MDOT	5,000,000
z	University of Michigan – U of M Hospital capital costs of air ambulance fleet.	5,000,000
aa	Trail network (rails-to-trails) project in Shiawassee County.	4,400,000
	Total	\$181,600,000

The section also establishes the appropriation as a work project.

Sec. 1008. Mobility Fund Platform – NEW

Conference includes new section that defines the \$3.5 million part 1 grant program.

Sec. 1009. Mobility Challenge – NEW

Conference includes new section that defines uses of the \$3.5 million part 1 grant program for grants in support of projects related to enhanced transportation services for senior citizens, persons with disabilities, and veterans. The section directs that in implementing the appropriations the department work with Office of Future Mobility and Electrification.

Major Boilerplate Changes from FY 2022-23

Sec. 1009. Air Service Revitalization – NEW

Conference includes new section that defines the \$7.0 million part 1 grant program: \$2.0 million for capital development at General Aviation airports; \$5.0 million for air service development program.

FY 2022-23 Supplemental Appropriation Items

Article 16, House Bill 4437 (H-1) CR-1

1. Road and Bridge Construction Projects

Includes \$124.1 million in Federal Highway Administration grant funding to be allocated for the following projects: \$73.0 million for Lafayette Bascule Bridge replacement in Bay City; \$25.0 million for Detroit Mobility and Innovation Corridor (Michigan Avenue/US-12 connected and autonomous vehicle corridor); \$21.7 million for pedestrian bridge over I-696 in Oak Park; \$2.6 million for Perceptions and Implications of Road Use Charges Demonstration Pilot Project; and \$1.8 million for Blue Water Bridge International Smart Freight Corridor (freight pre-clearance customs data sharing).

	Appropriation Change
Gross	\$124,099,900
Federal	124,099,900
GF/GP	\$0

2. Rail Projects

Includes \$1.5 million in Federal Railroad Administration grant funding to be used for Michigan Accelerated Rail Bridge Construction Design and Engineering.

Gross	\$1,548,800
Federal	1,548,800
GF/GP	\$0