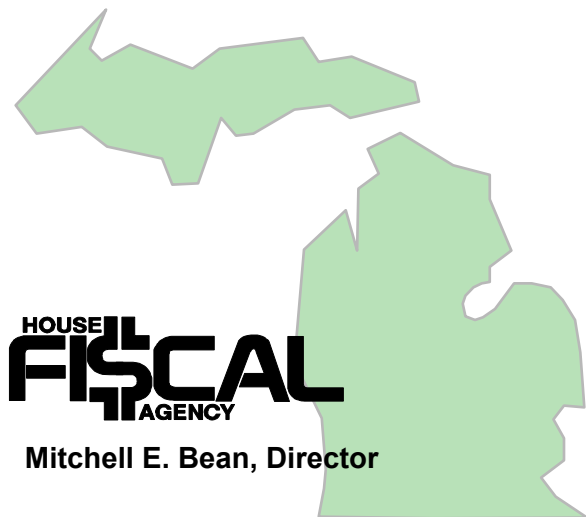


LINE ITEM AND BOILERPLATE SUMMARY

TRANSPORTATION

Fiscal Year 2007-08
Public Act 129 of 2007
Senate Bill 240

As Enacted



William E. Hamilton, Fiscal Analyst
Barbara Graves, Budget Assistant

February 2008

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February 2008

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2007-08 appropriation acts. Each **Summary** contains line-by-line appropriation and revenue source detail, and a brief explanation of each boilerplate section in the appropriation bill.

In this report, line item vetoes are presented in the following manner: appropriation amounts shown in ~~strikeout~~ are those that appear in the enrolled bill; amounts shown directly below ~~strikeout~~ amounts reflect the effect of the veto.

Line Item Summaries are available on the HFA website (www.house.mi.gov/hfa), or from Jeanne Dee, Administrative Assistant (373-8080 or jdee@house.mi.gov).

A handwritten signature in black ink that reads "Mitchell E. Bean".

Mitchell E. Bean, Director

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GLOSSARY

STATE BUDGET TERMS

Gross Appropriations (Gross): The total of all applicable appropriations (statutory spending authorizations) in a budget bill.

Adjusted Gross Appropriations (Adjusted Gross): The net amount of all gross appropriations after subtracting interdepartmental grants (IDGs) and intradepartmental transfers (IDTs).

Lapses: Appropriation amounts that are unspent/unobligated at the end of a fiscal year. Appropriations are automatically terminated at the end of a fiscal year unless otherwise provided by law.

Work Project: A statutorily-authorized account which allows a spending authorization to be carried over from one fiscal year to a succeeding fiscal year or years—i.e., allows funds to be spent over a period of years.

APPROPRIATION BILL TERMS

Line Item: Specific funding amount in an appropriation bill which establishes spending authorization for a particular program or function (may be for a single purpose or for multiple purposes).

Boilerplate: Specific language sections in an appropriation bill which direct, limit or restrict line item expenditures, express legislative intent, and/or require reports.

REVENUE SOURCES

General Fund/General Purpose (GF/GP): Unrestricted General Fund revenue available to fund any activity accounted for in the General Fund; unused GF/GP revenue lapses to the General Fund at the end of a fiscal year.

State Restricted (Restricted): State revenue restricted by state law or outside restriction that is available only for specified purposes; at year-end, unused restricted revenue remains in the restricted fund.

Federal Revenue: Federal grant or matchable revenue dedicated to specific programs.

Local Revenue: Revenue from local units of government.

Private Revenue: Revenue from non-government entities: rents, royalties or interest payments, payments from hospitals or individuals, and gifts and bequests.

Interdepartmental Grant (IDG): Revenue or funds received by one state department from another state department (usually for a service provided by the receiving department).

Intradepartmental Transfer (IDT): Transfers or funds being provided from one appropriation unit to another in the same department.

MAJOR STATE FUNDS

Budget Stabilization Fund (BSF): The countercyclical economic and budget stabilization fund; also known as the "rainy day" fund.

School Aid Fund (SAF): A restricted fund; the primary funding source for K-12 schools and Intermediate School Districts (ISDs).

General Fund: The General Fund (funded from taxes and other general revenue) is used to account for the ordinary operations of a governmental unit that are not accounted for in another fund.

REVENUE SOURCES FOR TRANSPORTATION APPROPRIATIONS

FEDERAL REVENUE

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the federal surface transportation act signed into law by President George W. Bush on August 10, 2005. The act reauthorizes federal highway, highway safety, and transit programs for the five-year period 2005 to 2009, and is the successor to the Transportation Equity Act for the 21st Century (TEA-21), which provided federal support for transportation programs from 1998 through 2005.

SAFETEA-LU makes federal funds available to state departments of transportation through three U.S. Department of Transportation (DOT) agencies: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA). Federal funds as shown in the state transportation budget are based on estimates of available federal funding developed by the Michigan Department of Transportation (MDOT).

DOT-FHWA: Funds administered by the FHA for highway construction, planning, and research. The funds are distributed to states for eligible projects under various program categories including Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge Rehabilitation and Replacement, and Congestion Mitigation and Air Quality Improvement.

DOT-FTA: Funds administered by the FTA for public transportation programs.

DOT-FRA: Funds administered by the FRA for rail freight, rail passenger, and high speed rail programs.

STATE RESTRICTED REVENUE

Article IX, Section 9 of the 1963 Michigan Constitution dedicates motor fuel excise taxes and motor vehicle registration taxes for transportation purposes. Public Act 51 of 1951 (Act 51) establishes the state's major surface transportation programs and allocates restricted transportation revenue to those programs through various state restricted funds.

MICHIGAN TRANSPORTATION FUND (MTF): Main collection/distribution fund for state restricted transportation revenue. Approximately 90% of all state-generated transportation revenue—primarily from the \$0.19 per gallon gasoline excise tax, diesel fuel taxes, and motor vehicle registration taxes—is first credited to the MTF. Act 51 establishes the MTF and provides for formula distribution of the MTF among various programs/funds as follows: to State Trunkline Fund (STF) for construction and maintenance of the state trunkline system and administration of the MDOT, to 83 county road commissions for county road systems, to 533 incorporated cities and villages for city/village streets, and to the Comprehensive Transportation Fund (CTF) for public transportation programs.

Act 51 also allocates MTF revenue to various special programs (e.g., rail grade crossing account, Local Bridge Fund, Transportation Economic Development Fund) and directs the Legislature to appropriate funds for the necessary expenses incurred in administration and enforcement of the Motor Fuel Tax Act, the Motor Carrier Act, and vehicle registration sections of the Michigan Vehicle Code. The MTF does not carry a balance into the next fiscal year; all MTF revenue is distributed each year through the Act 51 formula.

STATE TRUNKLINE FUND (STF): Established and governed by Act 51, the STF provides funding for maintenance and construction of the state trunkline highway system, and administration of the MDOT. Revenue is derived primarily from transfers from the MTF in accordance with the provisions of Act 51.

COMPREHENSIVE TRANSPORTATION FUND (CTF): Established and governed by Act 51, the CTF is dedicated to public transportation purposes. The fund has two main sources of revenue: a 10% share of net MTF revenue (after various statutory deductions), and a share of motor vehicle-related sales tax revenue as provided in the General Sales Tax Act.

STATE AERONAUTICS FUND (SAF): Receives aviation fuel taxes, aircraft registration fees, revenue from state-owned aircraft operations, and an earmark of Airport Parking Tax revenue. SAF funds are dedicated to aviation development, safety regulation, and air service promotion under the State Aeronautics Code (1945 PA 327).

BLUE WATER BRIDGE FUND (BWBF): Subsidiary fund of the STF created in FY 1993-94 to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge. Fund revenue is derived from bridge tolls and from the lease of plaza right-of-way by a duty-free store.

ECONOMIC DEVELOPMENT FUND (EDF): Fund established by 1987 PA 231 to assist in funding highway, road, and street projects which support economic growth. Fund revenue is derived from Act 51 earmarks of MTF revenue, and from a statutory earmark of drivers' license fees. Also referenced as Transportation Economic Development Fund (TEDF).

LOCAL BRIDGE FUND (LBF): Established by 2004 PA 384, an amendment to Act 51, to provide financial assistance to local highway authorities for the preservation, improvement, or reconstruction of existing bridges, or the construction of bridges to replace existing bridges, in whole or part. Revenue is provided from an earmark of 1/2 cent of the gasoline excise tax (equal to approximately \$25.0 million), and from a \$5.0 million earmark of MTF revenue.

MICHIGAN DEPARTMENT OF TRANSPORTATION

The mission of the Michigan Department of Transportation (MDOT) is: "Providing the highest quality integrated transportation services for economic benefit and improved quality of life."

Article V, Section 28 of the 1963 Michigan Constitution establishes the State Transportation Commission to "establish policy for the State Transportation Department transportation programs and facilities, and such other public works of the state, as provided by law." Article V, Section 28 also provides for the appointment of the Director of the State Transportation Department as the principal executive officer of the Department with responsibility for executing the policy of the State Transportation Commission. The powers and duties of the Department, the State Transportation Commission, and the Department Director are further defined in statute, 1964 PA 286.

Public Act 51 of 1951 (Act 51) establishes and defines the major surface transportation programs and revenue sources identified in this appropriation summary. The State Aeronautics Code (1945 PA 327) governs aeronautics programs funded through these appropriations.

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	3,029.3	Full-time equated (FTE) positions in the state classified service.
Total full-time equated positions	3,035.3	Total number of all full-time equated positions (includes classified and unclassified). <i>Note: based on 2,088 hours for 1.0 FTE position</i>
GROSS APPROPRIATION	\$3,360,295,600 \$3,360,195,600	Total of all applicable line item appropriations.
Total interdepartmental grants/intradepartmental transfers	0	Total of all funds received from other departments and transfer of funds.
ADJUSTED GROSS APPROPRIATIONS	\$3,360,295,600 \$3,360,195,600	Total all line item gross appropriations less interdepartmental grants (IDGs) or intradepartmental transfers (IDTs) received.
Total federal revenue	1,200,740,600	Total federal grant or matchable revenue.
Total local revenue	42,850,000	Total revenue from local units of government.
Total private revenue	0	Total private grant revenue.
Total state restricted revenue	2,116,705,000 2,116,605,000	State revenue dedicated to a specific fund (other than the General Fund) or revenue earmarked for a specific purpose.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 102: DEBT SERVICE

Public Act 51 of 1951 gives the State Transportation Commission authority to borrow money and issue bonds or notes for transportation purposes, the debt service on which shall not exceed 50% of the dedicated taxes received for transportation purposes in the prior fiscal year.

State trunkline	\$170,934,500	Principal and interest payments on various debt issues the proceeds of which were used for state trunkline preservation or capacity improvement projects, or for refunding prior debt issues. Build Michigan I, Build Michigan III, Preserve First, and Jobs Today programs were financed, in part, through bonding. The line includes \$55.0 million related to federal revenue anticipation (GARVEE) notes issued 2002 for Build Michigan II projects, and GARVEE Bonds issued in 2007 for Jobs Today program.
		Funding Source(s): Federal 55,080,000 Restricted 115,854,500
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Economic development	14,609,400	Principal and interest payments on various TEDF bond programs, including bonds issued to fund category "A" and "B" road projects (1989), Build Michigan III economic development projects (2001), and refunding bonds (1998 and 2002).
		Funding Source(s): Restricted 14,609,400
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Local bridge fund	3,000,000	Act 51 distribution from the MTF for debt service on 1992 bonds issued to finance local agency bridge projects.
		Funding Source(s): Restricted 3,000,000
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Blue Water Bridge fund	1,751,800	Principal and interest payments on 1996 bonds used to finance Blue Water Bridge projects.
		Funding Source(s): Restricted 1,751,800
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Airport safety and protection plan	3,474,600	Debt service related to CTF bonds issued for airport improvement and security projects.
		Funding Source(s): Restricted 3,474,600
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Comprehensive transportation	29,841,900	Principal and interest payments on CTF bonds issued for public transportation purposes.
		Funding Source(s): Restricted 29,841,900
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
GROSS APPROPRIATION	\$223,612,200	Total of all applicable line item appropriations.
<hr/>		
DOT-FHWA highway research, planning, and construction	55,080,000	Federal funds pledged by MDOT for debt service on federal revenue anticipation (GARVEE) notes and bonds.
<hr/>		
Blue water bridge fund	1,751,800	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
<hr/>		
Comprehensive transportation fund (CTF)	29,841,900	State restricted fund dedicated for public transportation purposes.

Economic development fund (EDF)	14,609,400	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
Local bridge fund	3,000,000	Established by 2004 PA 384, an amendment to Act 51.
State aeronautics fund (SAF)	3,474,600	State restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund (STF)	115,854,500	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 103: INTERDEPARTMENTAL AND STATUTORY CONTRACTS

This appropriation unit provides reimbursement to other state departments for services provided to state transportation funds and programs under terms of contracts with MDOT. Services provided by other state departments include collection of state-restricted transportation revenue. Article IX, Section 9 of the 1963 Michigan Constitution dedicates motor fuel excise taxes and motor vehicle registration taxes for transportation purposes, after payment of necessary collection expenses. MTF grants to other state departments are governed by provisions of Act 51.

In addition to the line item appropriations shown below, Section 708 of 2007 PA 127 (General Government appropriations) authorizes the Department of Management and Budget (DMB) to assess transportation funds a proportionate share of MAIN accounting system costs.

MTF grant to department of environmental quality	\$1,057,000	Supports Department of Environmental Quality, Land and Water Management Division environmental clearance activities for state and local road and bridge construction projects. Funding Source(s): Restricted 1,057,000
<i>Related Boilerplate Section(s): 306</i>		
MTF grant to department of state for collection of revenue and fees	20,000,000	Costs attributable to collection of transportation revenue from vehicle title and registration taxes processed by the Department of State. Grant limited to \$20.0 million by Act 51, as amended by 2003 PA 151. Funding Source(s): Restricted 20,000,000
<i>Related Boilerplate Section(s): 306</i>		
MTF grant to department of treasury PARTIAL VETO	8,004,600 7,904,600	Costs attributable to collection of motor fuel taxes. Line reflects the Governor's veto of boilerplate section 306(3) which had required a cost allocation study estimated to cost \$100,000. Funding Source(s): Restricted 7,904,600
<i>Related Boilerplate Section(s): 306</i>		
MTF grant to legislative auditor general	204,300	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted 204,300
<i>Related Boilerplate Section(s): 306</i>		
STF grant to department of attorney general	2,807,200	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted 2,807,200
<i>Related Boilerplate Section(s): 306</i>		
STF grant to department of civil service	2,700,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 2,700,000
<i>Related Boilerplate Section(s): 204, 306</i>		
STF grant to department of history, arts, and libraries	133,100	Costs of record retention at state records center. Funding Source(s): Restricted 133,100
<i>Related Boilerplate Section(s): 306</i>		
STF grant to department of management and budget	1,502,200	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the STF. Funding Source(s): Restricted 1,502,200
<i>Related Boilerplate Section(s): 306</i>		

STF grant to department of state police	9,564,800	Supports Michigan State Police, Motor Carrier Enforcement, and transportation portion of Criminal Justice Information Center. Funding Source(s): Restricted	9,564,800
<i>Related Boilerplate Section(s): 306</i>			
STF grant to department of treasury	199,500	Investment activity costs attributable to STF funds managed by the Department of Treasury. Funding Source(s): Restricted	199,500
<i>Related Boilerplate Section(s): 306</i>			
STF grant to legislative auditor general	474,600	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted	474,600
<i>Related Boilerplate Section(s): 306</i>			
SAF grant to department of attorney general	156,900	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted	156,900
<i>Related Boilerplate Section(s): 306</i>			
SAF grant to department of civil service	55,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted	55,000
<i>Related Boilerplate Section(s): 204, 306</i>			
SAF grant to department of history, arts, and libraries	2,300	Costs of record retention at state records center. Funding Source(s): Restricted	2,300
<i>Related Boilerplate Section(s): 306</i>			
SAF grant to department of management and budget	38,700	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the SAF. Funding Source(s): Restricted	38,700
<i>Related Boilerplate Section(s): 306</i>			
SAF grant to department of treasury	73,600	Investment activity costs attributable to SAF funds managed by the Department of Treasury. Funding Source(s): Restricted	73,600
<i>Related Boilerplate Section(s): 306</i>			
SAF grant to legislative auditor general	19,600	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted	19,600
<i>Related Boilerplate Section(s): 306</i>			
CTF grant to department of attorney general	159,000	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted	159,000
<i>Related Boilerplate Section(s): 306</i>			
CTF grant to department of civil service	95,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted	95,000
<i>Related Boilerplate Section(s): 204, 306</i>			
CTF grant to department of history, arts, and libraries	3,800	Costs of record retention at state records center. Funding Source(s): Restricted	3,800
<i>Related Boilerplate Section(s): 306</i>			

CTF grant to department of management and budget	62,100	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the CTF. Funding Source(s): Restricted 62,100 <i>Related Boilerplate Section(s): 306</i>
CTF grant to department of treasury	1,300	Investment activity costs attributable to CTF funds managed by the Department of Treasury. Funding Source(s): Restricted 1,300 <i>Related Boilerplate Section(s): 306</i>
CTF grant to legislative auditor general	25,200	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted 25,200 <i>Related Boilerplate Section(s): 306</i>
GROSS APPROPRIATION	\$47,339,800 \$47,239,800	Total of all applicable line item appropriations.
Comprehensive transportation fund (CTF)	346,400	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund (MTF)	29,265,900 29,165,900	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	346,100	State restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund (STF)	17,381,400	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 104: EXECUTIVE DIRECTION

This appropriation unit supports administrative direction, decision making, leadership, and policy implementation necessary to accomplish MDOT's mission. The Asset Management Council and the Office of Commission Audits are also within this appropriation unit.

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	31.3	Full-time equated (FTE) positions in the state classified service.
Unclassified salaries	\$532,200	Salaries of six unclassified FTE positions: Department Director, Business Development Director, Office of Communications Director, Office of Governmental Affairs Director, State Transportation Commission Advisor, and Office of Passenger Transportation Director (currently unfilled). Funding Source(s): Restricted 532,200 <i>Related Boilerplate Section(s): None</i>
Asset management council	1,626,400	Provides data collection and related support for the Asset Management Council established by 2002 PA 499. Staff support is provided in the Transportation Planning appropriation unit. Funding Source(s): Restricted 1,626,400 <i>Related Boilerplate Section(s): None</i>
Commission audit – 31.3 FTE positions	3,498,100	The Office of Commission Audits was established by Section 17a of Act 51 to conduct financial and performance audits. The Commission Auditor is appointed by and serves at the pleasure of the State Transportation Commission. Funding Source(s): Restricted 3,498,100 <i>Related Boilerplate Section(s): 314</i>
GROSS APPROPRIATION	\$5,656,700	Total of all applicable line item appropriations.
Michigan transportation fund (MTF)	1,626,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State trunkline fund (STF)	4,030,300	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 105: BUSINESS SUPPORT

This appropriation unit provides executive and departmentwide services through the Office of Communications, Office of Human Resources, Office of Governmental Affairs, Office of Economic Development and Enhancement, and executive support staff.

Full-time equated classified positions	78.0	Full time equated (FTE) positions in the state classified service.	
Business support services – 48.0 FTE positions	\$5,817,300	Funds Executive Office support staff, Office of Communications, Office of Governmental Affairs, and Chief Administrative Officer. Disadvantaged Business Enterprise program in the Office of Business Development monitors for compliance with state and federal laws governing contracting practices.	5,817,300
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): 334, 374, 375</i>	
Human resources – 21.0 FTE positions	2,441,800	Salaries, benefits, and other operating costs of the Office of Human Resources.	2,441,800
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): None</i>	
Economic development and enhancement programs – 9.0 FTE positions	1,151,700	Salaries, benefits, and other operating costs of the Office of Transportation Economic Development and Enhancement. Appropriations for TEDF and Enhancement grant programs are in other appropriation units.	1,151,700
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): None</i>	
Property management	9,266,800	DMB property management charges for occupancy of state-owned buildings (Transportation Building, part of North Ottawa Building, Secondary Complex buildings for Photo Lab, Testing and Research, and Central Warehouse) and rent for privately-owned land or buildings at locations across the state.	9,266,800
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): None</i>	
Human resources optimization user charges	205,000	User costs of Human Resources Service Center.	205,000
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): None</i>	
Worker's compensation	2,146,000	Estimated cost of worker's compensation insurance.	2,146,000
		Funding Source(s): Restricted	
		<i>Related Boilerplate Section(s): None</i>	
GROSS APPROPRIATION	\$21,028,600	Total of all applicable line item appropriations.	
Comprehensive transportation fund (CTF)	1,324,000	State restricted fund dedicated for public transportation purposes.	
Economic development fund (EDF)	494,200	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.	
Michigan transportation fund (MTF)	179,000	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.	

State aeronautics fund (SAF)	668,700	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	18,362,700	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 106: INFORMATION TECHNOLOGY

This appropriation unit gives MDOT authority to reimburse the Department of Information Technology (DIT) for information technology (IT) services and projects.

Information technology services and projects	\$28,483,300	Provides spending authority for MDOT to reimburse DIT for information technology services, projects, and IT inventory.
		Funding Source(s):
		Federal 1,446,900
		Restricted 27,036,400

Related Boilerplate Section(s): 258, 259

GROSS APPROPRIATION \$28,483,300 Total of all applicable line item appropriations.

DOT-FHWA, highway research, planning, and construction	1,446,900	Federal funds available for some information technology applications.
Blue water bridge fund	46,800	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund (CTF)	183,500	State restricted fund dedicated for public transportation purposes.
Economic development fund	37,100	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	242,600	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	143,200	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	26,383,200	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 107: FINANCE, CONTRACTS, AND SUPPORT SERVICES

This appropriation unit supports MDOT's Bureau of Finance and Operations and provides long-range financial planning, budgetary control, contract administration, technical services, and management support services for MDOT.

Full-time equated classified positions	243.5	Full-time equated (FTE) positions in the state classified service.
Financial operations – 80.0 FTE positions	\$7,904,800	Financial Operations Division provides budgetary and accounting control for all MDOT financial operations including preparation of financial reports/statements, project accounting, accounts payable/receivable functions. Financial Outreach Services Unit calculates, monitors, and reports on MTF monies distributed to local units of government. <p style="text-align: right;">Funding Source(s): Restricted 7,904,800</p> <i>Related Boilerplate Section(s): None</i>
Contract services – 53.6 FTE positions	5,127,100	Contract Services Division manages purchasing and contracting activities including pre-qualifications, bid letting, and processing pay estimates for construction contracts. <p style="text-align: right;">Funding Source(s): Restricted 5,127,100</p> <i>Related Boilerplate Section(s): None</i>
Technical and support services – 42.9 FTE positions	5,346,000	Supports Department Services Division which provides engineering and other document reproduction, facilities management, and mail room support. The Mapping and Graphics Unit provides graphic art design and mapping services, including production of the official State Transportation Map. The Photo Lab provides specialized photographic services. <p style="text-align: right;">Funding Source(s): Restricted 5,346,000</p> <i>Related Boilerplate Section(s): None</i>
Performance excellence – 12.0 FTE positions	1,435,500	The Office of Performance Excellence oversees and directs employee training and development programs, and total quality and reengineering efforts. <p style="text-align: right;">Funding Source(s): Restricted 1,435,500</p> <i>Related Boilerplate Section(s): None</i>
Welcome center operations – 55.0 FTE positions	4,860,700	Department of Labor and Economic Growth operates 13 Welcome Centers at locations across the state under contract with MDOT; no MDOT employees are assigned to program. <p style="text-align: right;">Funding Source(s): Restricted 4,860,700</p> <i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$24,674,100	Total of all applicable line item appropriations.
Michigan transportation fund (MTF)	1,894,700	MTF supports a portion of statewide technical services costs, and administration of the Act 51-required MTF distribution to local units of government.
State trunkline fund (STF)	22,779,400	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 108: TRANSPORTATION PLANNING

The Bureau of Transportation Planning implements MDOT's ongoing planning process for transportation programs and projects. Investment recommendations are based on social, economic, environmental, user-demand, infrastructure condition, and financial resource factors. A number of planning activities are mandated by federal law governing federal-aid transportation programs, as well as the National Environmental Policy Act of 1969 (NEPA).

Full-time equated classified positions	176.0	Full-time equated (FTE) positions in the state classified service.	
Statewide planning services – 124.0 FTE positions	\$13,013,500	Supports four Bureau of Transportation Planning divisions: Executive, Intermodal Policy, Project Planning, and Statewide Transportation Planning. Coordinates overall policy implementation; provides executive direction including contract administration, budget, information systems, and office management. Prepares State Transportation Improvement Program (STIP) in accordance with federal planning requirements; provides revenue analysis; administers state trunkline capital outlay program; operates/maintains Transportation Management System and statewide Geographic Information Systems; coordinates developing performance-based asset management strategies (pavement and bridge) and urban highway planning. Prepares State Long Range Plan; assists in developing policies regarding passenger and freight transportation, environmental protection, international trade and border crossings, and Intelligent Transportation Systems.	
		Funding Source(s):	Federal 6,496,100 Restricted 6,517,400
		<i>Related Boilerplate Section(s): None</i>	
Data collection services – 52.0 FTE positions	5,637,200	Supports Asset Management Division. Coordinates planning and engineering staff and equipment for field operations, systems monitoring, condition assessment, and travel information collection; provides travel demand analysis; supports comprehensive passenger and freight transportation planning; provides support for Asset Management Council.	
		Funding Source(s):	Federal 3,636,500 Restricted 2,000,700
		<i>Related Boilerplate Section(s): None</i>	
Specialized planning services and local studies	16,698,200	Provides social, economic, and environmental analysis; oversees environmental compliance and mitigation; coordinates, monitors, and assists in developing statewide capacity improvement and new road projects; completes project-level traffic analysis for all trunkline road and bridge projects. Activities carried out primarily through contractors.	
		Funding Source(s):	Federal 11,867,400 Restricted 4,830,800
		<i>Related Boilerplate Section(s): None</i>	
Grants to regional planning councils	488,800	Grants to regional planning agencies for data collection and analysis, public involvement, and coordination between agencies.	
		Funding Source(s):	Restricted 488,800
		<i>Related Boilerplate Section(s): None</i>	
GROSS APPROPRIATION	\$35,837,700	Total of all applicable line item appropriations.	

DOT-FHWA highway research, planning, and construction	22,000,000	Federal funds, designated for statewide planning activities, are derived from 2% set-aside of certain federal-aid programs.
Comprehensive transportation fund (CTF)	960,300	Restricted funds that support public transportation components of statewide transportation planning.
Michigan transportation fund (MTF)	6,304,500	Primary collection/distribution fund for revenue from motor fuel and vehicle registration taxes. MTF revenue in this appropriation unit support statewide planning activities.
State aeronautics fund (SAF)	261,900	Restricted funds that support aviation components of statewide transportation planning.
State trunkline fund (STF)	6,311,000	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 109: DESIGN AND ENGINEERING SERVICES

This appropriation unit supports MDOT management and oversight functions for road construction, traffic engineering, and safety activities for the state trunkline highway system. This unit includes engineering, administrative, and supervisory staff and related costs. The appropriation for road and bridge construction programs is contained in a separate appropriation unit.

Full-time equated classified positions	1,500.8	Full-time equated (FTE) positions in the state classified service.
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Engineering services – 785.1 FTE positions	\$58,279,800	<p>Salaries, benefits, and other operating costs of MDOT's construction, testing, and traffic and safety functions, performed from Lansing central office and seven MDOT regions. Functions include engineering supervision/management oversight of state highway and bridge reconstruction/improvement projects; materials sampling/testing; design services including geotechnical analysis (soil testing services), environmental investigation and remediation, development of construction specifications, consultant management, and bridge plan review. MDOT's pavement and bridge management systems are also funded from this line.</p> <p>Other activities include life-cycle cost analysis, traffic studies, traffic signal upgrading/modernization, traffic signing and pavement marking, safety programs, geometric design development and review, and traffic engineering data collection and support services.</p> <table border="0" style="width: 100%; margin-left: 400px;"> <tr> <td style="text-align: right;">Funding Source(s):</td> <td style="width: 100px;">Federal</td> <td style="text-align: right;">14,819,300</td> </tr> <tr> <td></td> <td>Restricted</td> <td style="text-align: right;">43,460,500</td> </tr> </table>	Funding Source(s):	Federal	14,819,300		Restricted	43,460,500
Funding Source(s):	Federal	14,819,300						
	Restricted	43,460,500						

Related Boilerplate Section(s): None

Program services – 704.7 FTE positions	39,350,100	<p>Salaries, benefits, and other operating costs of MDOT's highway development functions performed from Lansing central office and seven MDOT regions. Functions include: executive/administrative oversight of Bureau of Highways; design functions including preparation of land surveys, route location studies, and design plans for all trunkline roads, bridges, and appurtenances. Other functions supported by line include:</p> <p><u>Local Agency Programs Unit:</u> Fiscal, programmatic, and administrative agent for federally-funded local road projects.</p> <p><u>Real Estate Division:</u> Manages right-of-way appraisal, acquisition, relocation, clearance, and property management functions.</p> <p><u>Utilities and Permits Section:</u> Coordinates construction project utility relocation; control use of right-of-way through permit process.</p> <p><u>Attorney General - Transportation Division:</u> Legal counsel to MDOT for construction contract issues, right-of-way condemnation, and environmental law; represents MDOT in tort litigation and actions to obtain reimbursement from motorists for damages to highway features.</p> <table border="0" style="width: 100%; margin-left: 400px;"> <tr> <td style="text-align: right;">Funding Source(s):</td> <td style="width: 100px;">Restricted</td> <td style="text-align: right;">39,350,100</td> </tr> </table>	Funding Source(s):	Restricted	39,350,100
Funding Source(s):	Restricted	39,350,100			

Related Boilerplate Section(s): None

Intelligent transportation systems operations – 11.0 FTE positions	10,091,100	<p>Salaries, benefits, and other operating costs related to MDOT Intelligent Transportation Systems operations, including MITS.</p> <table border="0" style="width: 100%; margin-left: 400px;"> <tr> <td style="text-align: right;">Funding Source(s):</td> <td style="width: 100px;">Federal</td> <td style="text-align: right;">4,090,500</td> </tr> <tr> <td></td> <td>Restricted</td> <td style="text-align: right;">6,000,600</td> </tr> </table>	Funding Source(s):	Federal	4,090,500		Restricted	6,000,600
Funding Source(s):	Federal	4,090,500						
	Restricted	6,000,600						

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$107,721,000	Total of all applicable line item appropriations.
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DOT-FHWA highway research, planning, and construction	18,909,800	Federal funds that support Engineering Operations for research, materials and technology quality control and assurance testing. Federal funds also used for MITS and Safe Routes to Schools programs.
Michigan transportation fund (MTF)	5,597,400	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes. MTF revenue in this appropriation unit supports engineering oversight, technical assistance, and coordination related to state and federal funds provided to counties, cities, and villages.
State trunkline fund (STF)	83,213,800	State restricted fund dedicated for state trunkline programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 110: HIGHWAY MAINTENANCE

This appropriation unit supports road and bridge maintenance activities on state trunklines in all 83 Michigan counties.

Full-time equated classified positions	828.7	Full-time equated (FTE) positions in the state classified service.
State trunkline operations – 828.7 FTE positions	\$131,976,500	<p>Labor, material, equipment, and other operational costs of state trunkline maintenance activities performed by MDOT maintenance crews. Activities include routine/reactive maintenance such as pavement maintenance, bridge maintenance, roadside mowing, guardrail repair, and winter snow removal.</p> <p style="text-align: right;">Funding Source(s): Restricted 131,976,500</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 207, 319, 610</i></p>
Contract operations	146,631,200	<p>State trunkline maintenance activities performed primarily by certain county road commissions and municipalities under contract with MDOT. MDOT also contracts with private contractors for certain maintenance activities.</p> <p style="text-align: right;">Funding Source(s): Restricted 146,631,200</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 207, 319, 610</i></p>
GROSS APPROPRIATION	\$278,607,700	Total of all applicable line item appropriations.
State trunkline fund (STF)	278,607,700	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 111: ROAD AND BRIDGE PROGRAMS

This appropriation unit represents state and federal resources allocated for road and bridge construction. Distributions of MTF revenue to local road agencies, made in accordance with Act 51, are also appropriated from this unit.

State trunkline federal aid and road and bridge construction	\$951,515,600	<p>State trunkline capital road and bridge construction program; court judgments and highway settlements of highway negligence lawsuits are also charged to this line item.</p> <p style="text-align: right;">Funding Source(s): Federal 774,371,800 Local 30,000,000 Restricted 147,143,800</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 307, 308, 312, 324, 334, 353, 401, 601, 612</i></p>
Local federal aid and road and bridge construction	268,570,000	<p>Act 51 requires that an average of 25% of federal aid, excluding certain program categories be allocated to local road agencies for eligible local road and bridge construction projects. This line item is a placeholder used to represent the current year estimate of that allocation.</p> <p style="text-align: right;">Funding Source(s): Federal 268,570,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 308, 357, 401</i></p>
Grants to local programs	33,000,000	<p>Act 51 allocation to Local Program Fund; distributed 64.2% to county road commissions and 35.8% to cities and villages.</p> <p style="text-align: right;">Funding Source(s): Restricted 33,000,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Rail grade crossing	3,000,000	<p>Act 51 allocation for rail grade crossing program.</p> <p style="text-align: right;">Funding Source(s): Restricted 3,000,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Local bridge fund	29,618,400	<p>Act 51 allocation; used to repair or replace local bridges.</p> <p style="text-align: right;">Funding Source(s): Restricted 29,618,400</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 503</i></p>
County road commissions	623,396,400	<p>Act 51 allocation of 39.1% of net MTF revenue, based on estimated revenue. The actual distribution to county road commission will be based on actual MTF revenue and Act 51 external formula. The distribution to specific county road commissions is governed by the Act 51 internal formula (includes urban, primary, and local road miles, vehicle registration tax receipts, and population factors).</p> <p style="text-align: right;">Funding Source(s): Restricted 623,396,400</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 303, 502</i></p>
Cities and villages	347,571,400	<p>Act 51 allocation of 21.8% of net MTF revenue, based on estimated revenue. The actual distribution to cities and villages will be based on actual MTF revenue and Act 51 external formula. The distribution to specific cities and villages is governed by Act 51 internal formula (includes population, state trunkline mileage, major street mileage, and local street mileage factors).</p> <p style="text-align: right;">Funding Source(s): Restricted 347,571,400</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 303, 502</i></p>
GROSS APPROPRIATION	\$2,256,671,800	Total of all applicable line item appropriations.

DOT-FHWA highway research, planning, and construction	1,042,941,800	Federal road construction grants from major SAFETEA-LU program categories (National Highway System, Surface Transportation Program, Minimum Guarantee, Interstate Construction and Maintenance, etc.).
Local funds	30,000,000	City or village cost participation for opening, widening, or improving state trunkline highways as required by Act 51.
Blue water bridge fund	8,553,200	Subsidiary fund of STF used to account for debt service, capital projects, maintenance and operating costs of Blue Water Bridge.
Local bridge fund	29,618,400	Fund established by 2004 PA 384 which amended Act 51. Dedicated for local bridge program; revenue derived from two earmarks: 1/2 cent of gasoline motor fuel excise tax plus an additional \$5.0 million from the MTF.
Michigan transportation fund (MTF)	1,006,967,800	Primary collection/distribution fund for state transportation revenue from motor fuel and vehicle registration taxes; allocated by Act 51 to Local Program Fund, rail grade crossing account, Local Bridge Fund, county road commissions, and cities and villages.
State trunkline fund (STF)	138,590,600	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 112: BLUE WATER BRIDGE

Full-time equated classified positions	41.0	Full-time equated (FTE) positions in the state classified service.
Blue Water Bridge operations – 41.0 FTE positions	\$5,320,200	Operating and maintenance costs for the twin-span Blue Water Bridge. Funding Source(s): Restricted 5,320,200 <i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$5,320,200	Total of all applicable line item appropriations.
Blue water bridge fund (BWBF)	5,320,200	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 113: TRANSPORTATION ECONOMIC DEVELOPMENT FUND

This fund was created by 1987 PA 231 (MCL 247.901) to assist funding highway, road, and street improvements in direct support of economic growth. Resources support five categories of improvements (A, C, D, E, F) related to either a specific type of economic activity or a specific type of transportation condition.

Forest roads	\$5,040,000	<p>Category E (forest roads) receives \$5.0 million statutory earmark to facilitate safe/efficient transport of forest raw materials. Grant recipients are limited to county road commissions in counties that include a national lake shore, a national park, or in which 34% or more of the land area is commercial forest. Sec. 608 earmarked \$40,000 to build truck inspection stations in those same counties.</p> <p style="text-align: right;">Funding Source(s): Restricted 5,040,000</p> <p><i>Related Boilerplate Section(s): 503, 608</i></p>
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Rural county urban system	2,500,000	<p>Category F receives \$2.5 million statutory earmark for urban areas (cities and villages with populations greater than 5,000) in rural counties (with populations of 400,000 or less). Projects must be for improvements to federal-aid-eligible roads and streets. Funds are available through competitive grant to eligible county, city, or village road agencies.</p> <p style="text-align: right;">Funding Source(s): Restricted 2,500,000</p> <p><i>Related Boilerplate Section(s): 503</i></p>
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Target industries/economic redevelopment	12,567,100	<p>Category A (Target Industries) receives a \$3.5 million earmark of MTF revenue in Act 51, plus 50% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts. Category A is dedicated for capital road improvements related to economic development projects which create/retain permanent jobs in seven industries: agriculture and food processing, tourism, forestry, high technology research, mining, manufacturing, and office centers of not less than 50,000 square feet. Grants are competitively evaluated and may be awarded to any Act 51 eligible road agency (MDOT, county road commissions, cities, or villages). This program is administered jointly by MDOT's Office of Economic Development and Enhancement, and the Michigan Economic Development Corporation (MEDC).</p> <p style="text-align: right;">Funding Source(s): Restricted 12,567,100</p> <p><i>Related Boilerplate Section(s): 503</i></p>
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Urban county congestion	4,533,600	<p>Category C (urban county congestion relief) receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts. Funds are available to counties with populations greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent) and are allocated among qualified counties by population-based formula. Funds may be used for road or transit projects related to urban congestion relief or advanced traffic management systems. Applications are reviewed by urban task forces. In addition to this line item appropriation, Act 51 earmarks 15% of the state's Equity Bonus federal-aid funds (highway construction funds formerly called Minimum Guarantee) to Category C. These federal funds are appropriated in boilerplate Section 503(3).</p> <p style="text-align: right;">Funding Source(s): Restricted 4,533,600</p> <p><i>Related Boilerplate Section(s): 503</i></p>

Rural county primary	4,533,600	<p>Category D (rural county primary roads) receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts. Funds are available to county, city, or village road agencies in counties with populations of 400,000 or less to enhance local primary road and major street systems that link communities to the state trunkline system. Funds are allocated to regional task forces based on proportion of rural primary road mileage included in each region; rural task forces identify specific projects for funds in each region and submit project list to MDOT.</p> <p>In addition to this line item appropriation, Act 51 earmarks 16.5% of the state's Equity Bonus federal-aid funds (highway construction funds formerly called Minimum Guarantee) to Category D. These federal funds are appropriated in boilerplate Section 503(3).</p> <p style="text-align: right;">Funding Source(s): Restricted 4,533,600</p>
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Related Boilerplate Section(s): 503

GROSS APPROPRIATION	\$29,174,300	Total of all applicable line item appropriations.
Economic development fund	29,174,300	Established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth; revenue primarily from Act 51 earmarks of MTF revenue and a statutory earmark of drivers' license fees. For FY 2007-08, the statutory earmark of driver's license fees is not included in EDF revenue or TEDF appropriations as a result of the target agreement to transfer that revenue (approximately \$13.0 million) to the state General Fund.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 114: AERONAUTICS SERVICES

The State Aeronautics Code (Public Act 327 of 1945) gives the Michigan Aeronautics Commission general authority over aeronautics in the state. Aeronautics Services provides overall administration and direction for state aviation programs. Program activities include promoting development of commercial passenger and freight services; supporting construction and improvement of airport facilities; and providing aeronautical services, educational efforts, and regulatory activities to ensure safe and efficient aviation within the state. Aeronautics' Airport Improvement Program is funded in Capital Outlay appropriation acts.

The FY 2007-08 budget includes the "Freight and safety services" line item in this appropriation unit to reflect MDOT's reorganization which established a new Bureau of Aeronautics and Freight Services.

Full-time equated classified positions	84.0	Full-time equated (FTE) positions in the state classified service.
Airport improvement services – 30.0 FTE positions	\$2,850,700	The Bureau of Aeronautics and Freight Services' Airports Division administers and provides project management for programming, planning, design, and construction of federal- and state-funded capital airport improvement projects in the state. Airport Improvement Program projects are funded in Capital Outlay appropriation acts. Funding Source(s): Restricted 2,850,700 <i>Related Boilerplate Section(s): 801</i>
Aviation services – 26.0 FTE positions	4,259,800	Aviation Services Division provides administrative services, fiscal coordination, and legislative liaison for aeronautics programs. Administers all-weather airport access program; supports Michigan Aeronautics Commission. Air Transport Section in this line provides aircraft, pilots, and maintenance services to support airport inspection, safety and education programs, and airport development programs, as well as provision of air transport services to state agencies and personnel. Funding Source(s): Restricted 4,259,800 <i>Related Boilerplate Section(s): 383, 801</i>
Freight and safety services – 28.0 FTE positions	3,305,100	Administers freight services and rail safety program. Coordinates rail freight services, facility preservation and development, and safety-related functions. Funding Source(s): Restricted 3,305,100 <i>Related Boilerplate Section(s): None</i>
Air service program	700,000	Provides grant assistance to the state's 18 commercial air service airports with a focus on smaller air service airports not eligible for federal aid. Program has three grant categories: Air Carrier Recruitment and Retention, Capital Improvement and Equipment, and Airport Awareness. Funding Source(s): Restricted 700,000 <i>Related Boilerplate Section(s): 801</i>
GROSS APPROPRIATION	\$11,115,600	Total of all applicable line item appropriations.
Comprehensive transportation fund (CTF)	1,429,900	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund (MTF)	1,875,200	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes. MTF revenue in this appropriation unit supports statewide Railroad Safety, and Local Grade Crossing programs.

State aeronautics fund (SAF)	7,810,500	Restricted fund dedicated for aviation development, regulation, and promotion; revenue from aviation fuel taxes and licensing/registration fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 115: PUBLIC TRANSPORTATION SERVICES

This appropriation unit supports Michigan's comprehensive public transportation programs.

Full-time equated classified positions	46.0	Full-time equated (FTE) positions in the state classified service.
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Passenger transportation services – 46.0 FTE positions	\$5,316,500	Coordinates financial and technical assistance to local public transit programs, marine passenger programs, and intercity passenger services; implements intercity bus and limousine safety regulations.
		Funding Source(s):
		Federal 762,100
		Restricted 4,554,400

Related Boilerplate Section(s): 361

GROSS APPROPRIATION	\$5,316,500	Total of all applicable line item appropriations.
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DOT, federal transit act	762,100	Federal transit act funding.
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Comprehensive transportation fund (CTF)	4,357,400	State restricted fund dedicated for public transportation purposes.
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Michigan transportation fund (MTF)	197,000	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes.
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GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.
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SECTION 116: BUS TRANSIT DIVISION: STATUTORY OPERATING

This appropriation unit provides state and federal financial operating assistance to local bus transit systems within the state.

Local bus operating	\$166,624,000	<p>Statutory operating assistance to local transit systems for a portion of eligible operating expenses. Act 51 provides for reimbursement of up to 50% of eligible operating expense to transit systems in urbanized areas (population greater than 100,000) and up to 60% of eligible operating expense to transit systems in areas with populations of less than 100,000.</p>	<p style="text-align: right;">Funding Source(s): Restricted 166,624,000</p>
<i>Related Boilerplate Section(s): 714, 732, 734</i>			
Nonurban operating/capital	18,200,000	<p>Federal transit act funds available to local transit systems in nonurbanized areas of state (under 50,000 in population). Funds can be used for operating or capital assistance; Michigan has used primarily for operating assistance.</p>	<p style="text-align: right;">Funding Source(s): Federal 17,000,000 Local 1,200,000</p>
<i>Related Boilerplate Section(s): 721</i>			
GROSS APPROPRIATION		\$184,824,000	Total of all applicable line item appropriations.
DOT-federal transit act	17,000,000	<p>Federal transit grants for operating and capital assistance to nonurban transit systems authorized by Section 5311 of Title 49 USC as amended by SAFETEA-LU.</p>	
Local funds	1,200,000	<p>Local funding match for a portion of federal aid expenditures.</p>	
Comprehensive Transportation Fund (CTF)	166,624,000	<p>State restricted fund for public transportation purposes.</p>	
GENERAL FUND/ GENERAL PURPOSE		\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 117: INTERCITY PASSENGER AND FREIGHT

This appropriation unit provides state and federal funds for intercity bus service and rail passenger and freight development.

Freight property management	\$1,000,000	Leases, taxes, insurance, maintenance and repair, and rail-banking activities for state-owned rail facilities (approximately 530 miles of track).	Funding Source(s):	Restricted	1,000,000
<i>Related Boilerplate Section(s): None</i>					
Detroit/Wayne county port authority	500,000	Operating assistance to Detroit/Wayne County Port Authority.	Funding Source(s):	Restricted	500,000
<i>Related Boilerplate Section(s): 706</i>					
Intercity services	7,850,000	Intercity bus equipment program provides funds for MDOT purchase of bus equipment for lease to intercity carriers. Equipment use is restricted to scheduled regular route services that originate in or are destined to points in Michigan and which would otherwise be under-served by public transportation. Revenue from sale of buses at retirement is returned to program. The line also provides operating assistance for intercity bus operations providing essential service on certain routes that have been abandoned by private operators. Also supports marketing efforts, other service development projects, and intercity rail service development.	Funding Source(s):	Federal	4,500,000
				Local	50,000
				Restricted	3,300,000
<i>Related Boilerplate Section(s): 701, 708, 709, 729, 730, 731</i>					
Rail passenger service	7,900,000	Restricted funds provide operating assistance for Port Huron to Chicago and Grand Rapids to Chicago rail passenger service; federal funds are appropriated for capital improvements to the above two routes and for the Detroit/Chicago service corridor.	Funding Source(s):	Federal	1,000,000
				Restricted	6,900,000
<i>Related Boilerplate Section(s): 711</i>					
Freight preservation and development	5,092,900	Supports capital improvements to preserve/improve state-owned railroads and for rail-freight economic development projects.	Funding Source(s):	Federal	100,000
				Restricted	4,992,900
<i>Related Boilerplate Section(s): 702</i>					
Rail infrastructure loan program	600,000	Appropriation increases revolving loan fund used to help finance improvements to Michigan's privately-owned rail freight infrastructure.	Funding Source(s):	Restricted	600,000
<i>Related Boilerplate Section(s): 705</i>					
Marine passenger service	400,000	Capital assistance for marine passenger systems. Eligible systems currently include the Eastern Upper Peninsula Transportation Authority (St. Mary's River ferry service), and the Beaver Island Transportation Authority (ferry service between Beaver Island and Charlevoix).	Funding Source(s):	Restricted	400,000
<i>Related Boilerplate Section(s): None</i>					

Terminal development	550,000	Funds for the purchase, construction, or rehabilitation of intermodal passenger facilities, and related equipment, serving communities throughout Michigan. Funding Source(s): Restricted 550,000 <i>Related Boilerplate Section(s): 305, 731</i>
GROSS APPROPRIATION	\$23,892,900	Total of all applicable line item appropriations.
DOT-federal transit act	4,500,000	Funds provided from a portion of FTA funds (Section 5311 of Title 49 USC) used in the Intercity Services line item. Historically, MDOT has allocated these funds for intercity bus service in the Upper Peninsula, and intermodal facilities shared by local transit authorities and intercity bus carriers.
DOT-FRA, local rail service assistance	100,000	Used as a fund source in Freight Preservation and Development line. These Federal Railroad Administration funds are awarded by competitive grant application for freight preservation and development.
DOT-FRA, rail passenger/HSGT	1,000,000	Federal Railroad Administration grants for rail grade, corridor, and signal improvements to support high speed passenger service on selected rail passenger routes.
Local funds	50,000	Local funding match for a portion of federal aid expenditures.
Comprehensive transportation fund (CTF)	15,242,900	State restricted fund dedicated for public transportation purposes. Act 51 appropriates not less than 10% of appropriated CTF balance, after payment of debt service and administration, for intercity passenger and freight development.
Intercity bus equipment fund	1,000,000	Revenue primarily from sale of state-owned buses at retirement. Used as a fund source in the Intercity Services line. <i>Related Boilerplate Section(s): 701</i>
Rail freight fund	2,000,000	Revenue primarily from the disposition/sale of state-owned rail property. Used as a fund source in Freight Preservation and Development line. <i>Related Boilerplate Section(s): 702</i>
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 118: PUBLIC TRANSPORTATION DEVELOPMENT

This appropriation unit provides funds to enhance the effectiveness and availability of public transportation by supporting vehicle acquisitions, efficient local service delivery, and development of innovative public transportation programs and technologies.

Specialized services	\$9,500,100	<p>Act 51 requires a minimum of \$3,600,100 (CTF) be appropriated for this line to support transit service to the elderly and persons with disabilities. Federal revenue included in this line represents New Freedom program, a new program of operating and capital assistance for transportation services for persons with disabilities with focus on access to employment.</p>	
		Funding Source(s): Federal 2,700,000 Local 2,700,000 Restricted 4,100,100	
		<i>Related Boilerplate Section(s): None</i>	
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Municipal credit program	2,000,000	<p>Act 51 requires a minimum of \$2.0 million (CTF) be appropriated for this line; distributed to local communities in Wayne, Oakland, and Macomb counties for public transportation services.</p>	
		Funding Source(s): Restricted 2,000,000	
		<i>Related Boilerplate Section(s): None</i>	
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Bus capital	46,163,600	<p>Provides funds for capital equipment needs of local bus systems and specialized services systems. Federal funds from Federal Transit Act (49 USC) programs. Act 51 requires that the CTF provide 66 2/3 % of non-federal match for federal capital grants.</p>	
		Funding Source(s): Federal 30,000,000 Local 5,000,000 Restricted 11,163,600	
		<i>Related Boilerplate Section(s): 721</i>	
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Van pooling	195,000	<p>Funds continuation of MichVan vanpool services to qualified commuting groups in the state; used for service development and administrative costs of MichVan.</p>	
		Funding Source(s): Restricted 195,000	
		<i>Related Boilerplate Section(s): None</i>	
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Service initiatives	916,500	<p>Provides spending authority for transit-related research, training, demonstration, and technical projects.</p>	
		Funding Source(s): Federal 600,000 Local 200,000 Restricted 116,500	
		<i>Related Boilerplate Section(s): None</i>	
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Transportation to work	12,244,000	<p>Supports transportation services which help remove transportation as a barrier to employment for public assistance recipients. State funds primarily used to match federal Job Access/Reverse Commute grants.</p>	
		Funding Source(s): Federal 3,700,000 Local 3,700,000 Restricted 4,844,000	
		<i>Related Boilerplate Section(s): 722</i>	
<hr/>			
GROSS APPROPRIATION	\$71,019,200	Total of all applicable line item appropriations.	

DOT-federal transit act	37,000,000	Federal transit grants authorized by Title 49 USC as amended by SAFETEA-LU.
Local funds	11,600,000	Local funding match for a portion of federal aid expenditures.
Comprehensive transportation fund (CTF)	22,419,200	State restricted funds dedicated for public transportation purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

BOILERPLATE SECTION INFORMATION

Sec. 201. Total State Spending and Payments to Local Units of Government

Identifies total state spending in Part 1 and state payments to local units of government.

Sec. 202. Management and Budget Act

References the Management and Budget Act.

Sec. 203. Abbreviations

Defines abbreviations used in Act.

Sec. 204. Civil Service 1% Billing

Provides for Department of Civil Service charges to MDOT.

Sec. 205. Hiring Freeze

Establishes a hiring freeze on state classified civil service.

Sec. 206. Contingency Appropriations – NEW

Provides for contingency appropriations in accordance with Section 393(2) of the Management and Budget Act, \$200.0 million federal; \$40.0 million state restricted, \$1.0 million in local, and \$1.0 million private funds.

Sec. 207. Privatization

Provides for reports on privatization activities and defines privatize and privatization.

Sec. 208. Internet Reports

Provides for use of Internet to fulfill reporting requirements.

Sec. 209. Foreign Goods and Services

Prohibits use of foreign goods and services if comparatively priced and comparable quality American goods and services are available. Directs MDOT to give priority to Michigan goods and services, and to businesses owned by Michigan veterans.

Sec. 210. Deprived and Depressed Communities

Requires director to take reasonable steps to ensure that businesses in deprived and depressed communities compete for contracts to provide services or supplies or both.

Sec. 211. Receive and Retain Reports

Provides guidelines regarding record retention.

Sec. 258. Department of Information Technology (DIT) Work Projects

Provides carryforward funds to support technology projects.

Sec. 259. DIT User Fees

Provides for user fees to be paid to DIT.

Sec. 260. Out-of-State Travel

Establishes limitation on out-of-state travel and creates travel reporting requirement.

Sec. 261. Employee Discipline

Prohibits departments and agencies from taking disciplinary action against an employee for communicating with legislator or legislative staff.

Sec. 262. Hire of Outside Legal Counsel – NEW

Prohibits MDOT from hiring a person to provide legal services that are the responsibility of the Attorney General; exempts bond counsel.

Sec. 263. Impact of New Legislation and Administrative Rules – NEW

Requires a report, by April 1, 2008, on specific policy changes adopted to implement new public acts. Prohibits MDOT from adopting administrative rules that have a disproportionate impact on small business.

Sec. 264. Continuous Improvements – NEW

Requires MDOT director to implement continuous improvement efficiency mechanisms. Requires reports on March 31, 2008, and September 30, 2008.

BOILERPLATE SECTION INFORMATION

Sec. 301. Permit Fees/Bridge Tolls

Provides for permit and FOIA processing fees; provides process for raising bridge tolls.

Sec. 303. Legislative Report

Provides for report (on request) of funds received by city, village, and county road commission by legislative district.

Sec. 304. Confidentiality of Bid Documents

Provides for confidentiality of highway project bid documents.

Sec. 305. Lease of Space in Public Transportation Property

Requires lease of space in public transportation facilities at market rates; requires that revenue be used for property maintenance.

Sec. 306. Use of Transportation Funds by Other State Agencies/Biennial Audit – PARTIAL VETO

Sets guidelines for use of transportation funds (grants) by other state agencies; requires report. Provides for biennial audit of use of transportation funds by other state departments, due 9 months after state CAFR is issued. Governor vetoed subsection 3 which required the State Treasurer to identify actual cost of work performed by the Department of Treasury for state-restricted transportation funds.

Sec. 307. Rolling Five-Year Plan – REVISED

Requires MDOT to provide a rolling five-year highway construction plan by March 1 of each year.

Sec. 308. Contract Compliance

Requires that MDOT and local road agencies pursue compliance with contract specifications for construction and maintenance; provides for sanctions for unsatisfactory contractors; requires a report.

Sec. 309. Administrative Costs

Requires MDOT to reduce administrative costs.

Sec. 310. State Transportation Commission Minutes/Agenda

Requires MDOT to provide copies of minutes and agenda to Legislature.

Sec. 312. State Trunkline Fund Carryforward

Allows carryforward authority for STF; appropriates for state trunkline federal aid and road and bridge program.

Sec. 313. State Infrastructure Bank

Provides guidelines for State Infrastructure Bank program.

Sec. 314. Report on Internal Auditor

Provides for report on activities of internal auditor; report due February 1.

Sec. 319. Rest Area Maintenance

Requires signs/telephone numbers for reporting unclean and unsafe conditions at rest areas.

Sec. 324. Construction Zone Traffic Law Enforcement

Earmarks \$500,000 from STF for construction zone traffic law enforcement and the "Give 'em a brake" campaign.

Sec. 334. Women- and Minority-Owned Businesses Program

Requires MDOT to continue MBE/WBE program; September 30th reporting requirement.

Sec. 353. Prompt Payment

Directs MDOT to review contractor payment process to ensure that contractors and subs are paid promptly.

Sec. 357. Local Federal Aid Project Review

Directs MDOT to complete project reviews within 120 days; requires system for monitoring review process.

Sec. 361. Bureau of Multi-Modal Transportation Services

Requires MDOT to report on any change in bureau services or functions as approved by the State Transportation Commission.

Sec. 370. Transit Agency Charter Service

Directs MDOT to maintain a compliant process for violations of 49 CFR, Part 604 regarding use of public transit vehicles for charter service.

BOILERPLATE SECTION INFORMATION

Sec. 374. MDOT Employee Newsletters

Requires MDOT to distribute employee newsletters electronically.

Sec. 375. MDOT Open Houses and Groundbreaking Ceremonies

Prohibits MDOT from reimbursing contractors or consultants for groundbreaking ceremonies, receptions, open houses, or press conferences related to transportation projects funded from appropriations made in Act.

Sec. 376. Deferred Project Report – REVISED

Requires report by March 1, 2008 on status of 17 projects deferred in 2003, then restored to five-year plan.

Sec. 383. Report on Use of State Airfleet – REVISED

Requires quarterly report on use of MDOT-owned aircraft; restricts transport of local government employees, employees of institutions of higher education, and legislative employees; waives restrictions for law enforcement and homeland security.

Sec. 384. Detroit River International Crossing (DRIC) – REVISED

Restricts MDOT activities with regard to study of a new crossing of the Detroit River between Detroit, Michigan, and Windsor, Ontario. Section permits MDOT to complete study phase of project without obligating the state to construct; prohibits MDOT from expending funds for activities beyond study phase; permits hardship or opportunity property acquisition with notice to legislature; requires legislative hearings on DRIC study; requires report on source and use of all funds in furtherance of the DRIC study.

Sec. 401. Federal Aid Distribution Report

Requires MDOT to report to the Legislature on proposed distribution of federal funds; provides a 30-day window for legislative approval/disapproval. Governor indicates provision requiring legislative approval violates separation of powers doctrine of the Michigan Constitution and is thus unenforceable.

Sec. 402. Sale of Local Federal Aid

Authorizes local road agencies to sell federal aid to MDOT or to other local road agencies.

Sec. 501. Motor Carrier Act

Describes distribution of revenue received under the act (1933 PA 254).

Sec. 502. Treasury Audits of Local Road Agencies

Provides for audits of local road agencies by Department of Treasury.

Sec. 503. TEDF/Local Bridge Fund Carryforward

Provides carryforward authority for TEDF and Local Bridge funds; prevents diversion for other purposes; authorizes use of federal, local, or private funds for program.

Sec. 504. MTF Distribution

Requires use of MTF in accordance with Act 51 requirements.

Sec. 601. Road Construction Warranties

Encourages use of road construction warranties; provides for report by September 30, 2008.

Sec. 602. Manufactured Pipe

Provides standards for use and testing of manufactured pipe.

Sec. 603. Traffic Congestion

Directs MDOT to consider traffic congestion be used as criteria in project selection; provides specific criteria for evaluating traffic congestion.

Sec. 608. Truck Inspection Stations

Earmarks \$40,000 from the TEDF (Forest Roads) for two truck inspection stations.

Sec. 610. Dead Deer

Describes legislative intent regarding clean-up of dead deer and other large animal remains.

Sec. 611. Pavement Marking

Directs MDOT to use high quality pavement marking materials on state trunkline projects.

BOILERPLATE SECTION INFORMATION

Sec. 612. Incentive/Disincentive Contracts

Requires MDOT to establish guidelines for use of incentive/disincentive contracts; establishes a reporting requirement; report due January 1, 2008.

Sec. 615. Interchange M-48 and I75 in Chippewa County

Indicates legislative intent that MDOT construct full interchange.

Sec. 616. Traffic Light US-31 Bay Harbor (Emmet County)

Indicates legislative intent that MDOT reimburse the city of Petoskey for traffic signal.

Sec. 639. Signage for Drivers to Comply with Michigan Vehicle Code

Directs MDOT to plan and schedule placing of signs to direct drivers to drive on right side of roadway per Michigan Vehicle Code; report due November 1, 2007.

Sec. 640. Signage for Drivers to Comply with Michigan Vehicle Code

Directs MDOT to plan and schedule placing of signs to direct drivers to yield to emergency vehicles per Michigan Vehicle Code; report due November 1, 2007.

Sec. 654. Long-term Viability of Mackinac Bridge

Indicates legislative intent that the Mackinac Bridge Authority protect long-term viability of the Mackinac Bridge.

Sec. 655. Eaton Rapids Sidewalk Program

Indicates legislative intent that MDOT spend not less than \$32,000 for sidewalk improvement project.

Sec. 656. M-49 Upgrade Green Highway

Indicates legislative intent that the MDOT upgrade M-49 in Hillsdale County to a designated truck route.

Sec. 657. US-23 Corridor Study

Indicates legislative intent that MDOT proceed with a US-23 congestion mitigation corridor study in Washtenaw and Livingston counties.

Sec. 658. Interchange at I-196 and Phoenix Road in South Haven

Indicates legislative intent that MDOT reconstruct interchange.

Sec. 659. Life Cycle Cost for Pavement Projects – NEW

Allows the use of historical/comparable data from states with similar climate, soil, and vehicular traffic.

Sec. 701. Intercity Bus Equipment Fund

Provides for separate accounting and carryforward authority for this fund.

Sec. 702. Rail Freight Fund

Provides for separate accounting and carryforward authority for this fund; reference to State Transportation Preservation Act of 1976 (1976 PA 295).

Sec. 703. Rail Abandonment Notice

Requires MDOT to notify Legislature when railroad companies file for abandonment of lines.

Sec. 705. Rail Infrastructure Loan Program

References program guidelines in Public Act 295 of 1976.

Sec. 706. Detroit/Wayne County Port Authority

Requires report due by February 15, 2008.

Sec. 708. Intercity Bus Equipment Program

Requires annual lease of not less than \$1,000.

Sec. 709. Intercity Bus Essential Corridor

Identifies essential bus corridors; prohibits operating subsidy to any entity competing with another public or private carrier over the same route.

Sec. 711. Seven-Day Rail Passenger Service (AMTRAK) – REVISED

Directs MDOT to negotiate with a rail carrier to provide seven-day Port Huron/Chicago and Grand Rapids/Chicago service; limits state subsidy to \$7.1 million; requires a monitoring system for complaints.

BOILERPLATE SECTION INFORMATION

Sec. 714. Local Transit Demand-Response Services

Requires that MDOT, in cooperation with local transit agencies, work to ensure that demand-response services are provided throughout Michigan; requires report due March 1, 2008.

Sec. 721. Guidelines for CTF Matching Federal Transit Funds

Reduces CTF matching funds for projects not put under contract within specified term.

Sec. 722. Transportation to Work Match for Federal Funds

Requires CTF funds in Transportation to Work line be used to match federal job access/reverse commute grants.

Sec. 729. Intercity Bus Marketing

Earmarks \$100,000 from Intercity Services line item for marketing.

Sec. 730. Intercity Bus Equipment Sales

Directs MDOT to sell state-owned intercity bus equipment within six months of lease termination and to credit proceeds to Intercity Bus Equipment Loan Fund.

Sec. 731. Intercity Bus Space Rental

Directs MDOT to charge transit agencies and intercity bus carriers the same rent when leasing similar space in state-owned intermodal facilities.

Sec. 732. Handicap Bus Lifts Maintenance Reporting Requirement

Provides reporting requirement for maintenance of wheelchair lifts by transit agencies; provides sanctions for failure to repair by milestone dates. The Governor has indicated that subsections (5) and (6) attempt to amend Act 51 by reference and are therefore unenforceable.

Sec. 734. Transit Agency Service Performance Measures

Directs MDOT to work to ensure that transit agencies meet certain service performance measures.

Sec. 736. Intercity Bus/Rail Coordination

Directs MDOT to work with intercity bus and rail passenger carriers to coordinate services.

Sec. 737. Birmingham/Troy Passenger Facility

Indicates legislative intent that MDOT proceed with construction of a Birmingham/Troy intermodal passenger facility.

Sec. 740. Review of CTF Fund Balances

Requires report on unencumbered CTF balance by March 1 of each year.

Sec. 741. Ann Arbor and Northwest Michigan Railroad

Requires report on progress made to improve rail track to support passenger trains at 59 MPH.

Sec. 801. State Aeronautics Fund

Requires that unexpended funds in the State Aeronautics Fund lapse back to the fund.



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