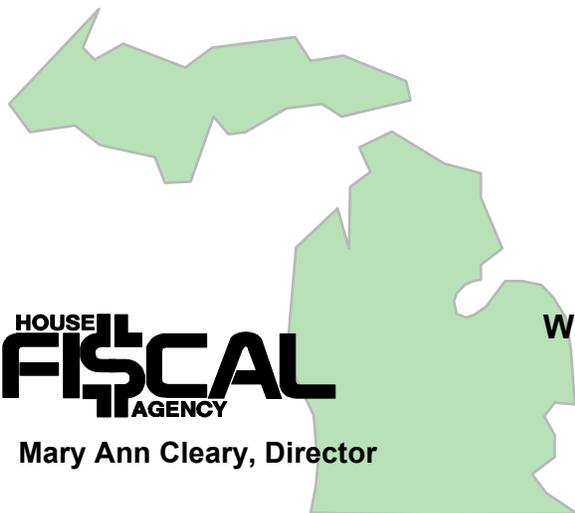


LINE ITEM AND BOILERPLATE SUMMARY

TRANSPORTATION

Fiscal Year 2016-17
Article XVII, Public Act 268 of 2016
House Bill 5294 as Enacted



HOUSE
FISCAL
AGENCY

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September 2016

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September 2016

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2016-17 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 Kathryn Bateson, Administrative Assistant (373-8080 or kbateson@house.mi.gov).

A handwritten signature in black ink that reads "Mary Ann Cleary".

Mary Ann Cleary, Director

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GLOSSARY

APPROPRIATIONS AND FUND SOURCES

Appropriation

Authority to expend funds. An appropriation is not a mandate to spend. Constitutionally, state funds cannot be expended without an appropriation by the Legislature.

Gross Appropriations

Total spending authority from all revenue sources.

Interdepartmental Grant (IDG) Revenue

Funds received by one state department from another state department—usually for service(s) provided.

Adjusted Gross Appropriations

Gross appropriations excluding IDGs; avoids double counting when adding appropriation amounts across budget areas.

Federal Revenue

Federal grant or match revenue; generally dedicated to specific programs or purposes.

Local Revenue

Revenue received from local units of government for state services.

Private Revenue

Revenue from individuals and private entities, including payments for services, grants, and other contributions.

State Restricted Revenue

State revenue restricted by the State Constitution, state statute, or outside restriction that is available only for specified purposes; includes most fee revenue.

General Fund/General Purpose (GF/GP) Revenue

Unrestricted general fund revenue available to fund basic state programs and other purposes determined by the Legislature.

MAJOR STATE FUNDS

General Fund

The state's primary operating fund; receives state revenue not dedicated to another state fund.

School Aid Fund (SAF)

A restricted fund that serves as the primary state funding source for K-12 schools and Intermediate School Districts. Constitutionally, SAF revenue may also be used for postsecondary education. [Note: In the Transportation budget the abbreviation SAF is used for the State Aeronautics Fund.]

Budget Stabilization Fund

The Countercyclical Economic and Budget Stabilization Fund (also known as the "rainy day fund"); the Management and Budget Act provides guidelines for making deposits into and withdrawals from the fund.

STATE BUDGET TERMS

Fiscal Year

The state's fiscal year (FY) runs from October to September. FY 2016-17 is October 1, 2016 through September 30, 2017.

Line Item

Specific appropriation amount in a budget bill which establishes spending authorization for a particular program or function.

Boilerplate

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

Lapse

Appropriated amounts that are unspent or unobligated at the end of a fiscal year. Appropriations are automatically terminated at the end of a fiscal year unless designated as a work project. Lapsed funds are available for expenditure in the subsequent fiscal year.

Work Project

Account authorized through statutory process which allows appropriated spending authorization from one fiscal year to be utilized for expenditures in a succeeding fiscal year or years for a specific project or purpose.

REVENUE SOURCES FOR TRANSPORTATION APPROPRIATIONS

FEDERAL REVENUE

Federal surface transportation programs are established and defined in federal law. Provisions are codified in 23 U. S. Code (Highways) and 49 U. S. Code (Transportation). New programs are established and existing programs reauthorized through multi-year authorizing acts. The current authorization act, signed into law by President Obama on December 4, 2015, is titled Fixing America's Surface Transportation (FAST). The *FAST Act* authorized federal surface transportation programs, i.e. highway, transit, and rail passenger programs, for a 5 year period ending September 30, 2020.

The *FAST Act* 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 revenue appropriated in the state transportation budget is based on estimates of available federal funding developed by the Michigan Department of Transportation (MDOT).

In addition to federal aid for surface transportation programs, the federal government also provides support for aeronautics programs through Airport Improvement Program (AIP) grants. The AIP is established under 49 U. S. Code, Subtitle VII (Aviation Programs) and is administered by the Federal Aviation Administration (FAA). The current authorizing statute, the FAA Modernization and Reform Act of 2012 authorizes spending for FAA programs through September 30, 2015, and was extended through July 15, 2016. Public Law 114-90, enacted on July 15, 2016 extends the federal aviation programs through September 30, 2017. Estimated AIP revenue is appropriated in the Capital Outlay appropriations unit of the state transportation budget.

These federal fund sources are shown in the appropriation act under the umbrella description "Federal aid – transportation programs."

STATE RESTRICTED REVENUE

Article IX, Section 9 of the 1963 Michigan Constitution dedicates motor fuel 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 generated from motor fuel taxes and motor vehicle registration taxes. Act 51 establishes the MTF and provides for the formula distribution of MTF revenue among various programs/funds: 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 targeted or categorical programs (e.g., rail grade crossing account, Local Bridge Fund, Transportation Economic Development Fund) and directs the Legislature to appropriate funds for necessary expenses incurred in administration and enforcement of the Motor Fuel Tax Act, 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 for 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): Dedicated to aviation development, safety regulation, and air service promotion under the State Aeronautics Code (1945 PA 327). The SAF receives revenue from aviation fuel and aircraft registration taxes established in the State Aeronautics Codes, revenue from an earmark of Airport Parking Tax revenue under the Airport Parking Tax Act (1987 PA 248), and revenue from charges for use of MDOT-owned aircraft, primarily by other state departments. In addition, beginning October 1, 2016 and each calendar quarter thereafter, the SAF will be credited with an amount equal to the collection of sales tax imposed at a rate of 2% attributable to retail sales of aviation fuel. This earmark was established through an amendment to the General Sales Tax Act (1933 PA 167), part of an aviation funding package (Public Acts 258 through 262 of 2015).

STATE RESTRICTED REVENUE (CONT.)

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

ECONOMIC DEVELOPMENT FUND (EDF): 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, revenue from a 1987 increase in operator and chauffeur license fees, and interest on the fund balance. 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. Fund revenue comes from two Act 51 earmarks of MTF revenue: an earmark of 1/2 cent of the motor fuel tax on gasoline tax (approximately \$22.0 million in FY 2016-17), and a separate fixed amount of \$5.0 million.

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	2,912.3	Full-time equated (FTE) positions in the state classified service. <i>Note: based on 2,088 hours for 1.0 FTE position.</i>
GROSS APPROPRIATION	\$4,114,503,600	Total of all applicable line item appropriations.
Total interdepartmental grant/intradepartmental transfer revenue	4,013,400	Revenue received from other departments or transferred within the department.
ADJUSTED GROSS APPROPRIATIONS	\$4,110,490,200	Gross appropriation less (or minus) interdepartmental grant (IDG) and intradepartmental transfer (IDT) revenue.
Total federal revenue	1,314,744,000	Revenue received from federal departments and agencies.
Total local revenue	50,418,500	Revenue received from local units of government.
Total private revenue	100,000	Revenue received from private individuals and entities.
Total state restricted revenue	2,736,727,700	State revenue dedicated to a specific fund (other than the General Fund) or restricted for a specific purpose.
STATE GENERAL FUND/ GENERAL PURPOSE	\$8,500,000	Unrestricted state revenue from taxes and other sources.
		GF/GP Subtotals: Ongoing 0 One-time 8,500,000

Note: Public Act 175 of 2015, part of the Road Funding Package passed November, 2015, amended Public Act 51 of 1951 to establish a Roads Innovation Fund – sometimes described as a "lockbox." Public Act 175 also established a process for "releasing" money from the Roads Innovation Fund; specifically, MDOT could expend money from the fund "only after each house of the legislature approves a 1-time concurrent resolution on a record roll call vote to release money in the Roads Innovation Fund." The enacted budget assumed that the Legislature will approve a concurrent resolution to release the funds before October 1, 2016. On September 8, 2016, the Senate adopted Senate Concurrent Resolution No. 19 to approve the release of money from the Roads Innovation Fund for deposit into the Michigan Transportation Fund. The House adopted the resolution on September 21, 2016. Both Senate and House actions were taken on recorded roll call votes.

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. As of September 30, 2015, outstanding bonded debt totaled \$1,821.1 million.

State trunkline	\$194,076,400	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. Federal funds used in this line item reflect debt service related to federal grant anticipation revenue vehicle (GARVEE) bonds.
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Restricted revenue appropriated in this line includes \$7.0 million from the fund source "IRS debt service rebate" associated with *Build America Bonds* issued by the department in 2009, and \$141.3 million from the STF.

Funding Source(s):	Federal	45,767,900
	Restricted	148,308,500

Related Boilerplate Section(s): None

Economic development	11,612,200	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 various refunding bonds.
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Funding Source(s):	Restricted	11,612,200
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Related Boilerplate Section(s): None

Local bridge fund	2,406,500	Act 51 distribution from the MTF for debt service on 1992 bonds issued to finance local agency bridge projects.
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Funding Source(s):	Restricted	2,406,500
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Related Boilerplate Section(s): None

Blue water bridge fund	6,963,900	Principal and interest payments for 1996 and 2011 bonds used to finance Blue Water Bridge projects.
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Funding Source(s):	Restricted	6,963,900
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Related Boilerplate Section(s): None

Airport safety and protection plan	4,616,400	Debt service related to CTF bonds issued for airport improvement and security projects.
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Funding Source(s):	Restricted	4,616,400
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Related Boilerplate Section(s): None

Comprehensive transportation	18,249,900	Principal and interest payments on CTF bonds issued for public transportation purposes.
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Funding Source(s):	Restricted	18,249,900
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$237,925,300	Total of all applicable line item appropriations.
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Federal aid – transportation programs	45,767,900	Federal funds pledged by MDOT for debt service on federal revenue anticipation (GARVEE) notes and bonds.
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Blue water bridge fund	6,963,900	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
Comprehensive transportation fund (CTF)	18,249,900	State restricted fund dedicated for public transportation purposes.
Economic development fund (EDF)	11,612,200	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
IRS debt service rebate	7,011,800	Debt service rebate related to 2009 Build America Bond issue.
Local bridge fund	2,406,500	Established by 2004 PA 384, an amendment to Act 51.
State aeronautics fund (SAF)	4,616,400	State restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund (STF)	141,296,700	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 103: COLLECTION, ENFORCEMENT, AND OTHER AGENCY SUPPORT SERVICES

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 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 807 of the General Government budget (Article VIII of 2016 PA 268) authorizes the Department of Technology, Management and Budget (DTMB) to assess transportation funds a proportionate share of MAIN accounting system costs.

MTF grant to department of environmental quality	\$1,335,100	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 1,335,100
<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	2,684,100	Costs attributable to collection of motor fuel taxes.	Funding Source(s): Restricted 2,684,100
<i>Related Boilerplate Section(s): 306</i>			
MTF grant to legislative auditor general	315,800	Audit costs attributable to transportation programs and funds.	Funding Source(s): Restricted 315,800
<i>Related Boilerplate Section(s): 306</i>			
STF grant to department of attorney general	2,429,200	Legal services and litigation costs of the Attorney General in support of transportation programs.	Funding Source(s): Restricted 2,429,200
<i>Related Boilerplate Section(s): 306</i>			
STF grant to civil service commission	5,847,000	Civil service administrative expenses for MDOT, based on constitutionally mandated charge of not less than 1% of related payroll.	Funding Source(s): Restricted 5,847,000
<i>Related Boilerplate Section(s): 306</i>			
STF grant to department of technology, management, and budget	1,226,000	Accounting, budget, payroll, purchasing, and mail services from DTMB attributable to the STF.	Funding Source(s): Restricted 1,226,000
<i>Related Boilerplate Section(s): 306</i>			

STF grant to department of state police	11,627,600	Supports Michigan State Police, Commercial Vehicle [Motor Carrier] Enforcement, and the transportation portion of Criminal Justice Information Center.	Funding Source(s): Restricted	11,627,600
<i>Related Boilerplate Section(s): 306</i>				
STF grant to department of treasury	157,900	Investment activity costs attributable to STF funds managed by the Department of Treasury.	Funding Source(s): Restricted	157,900
<i>Related Boilerplate Section(s): 306</i>				
STF grant to legislative auditor general	733,500	Audit costs attributable to transportation programs and funds.	Funding Source(s): Restricted	733,500
<i>Related Boilerplate Section(s): 306</i>				
SAF grant to department of attorney general	177,600	Legal services and litigation costs of the Attorney General in support of transportation programs.	Funding Source(s): Restricted	177,600
<i>Related Boilerplate Section(s): 306</i>				
SAF grant to civil service commission	150,000	Civil service administrative expenses for MDOT, based on constitutionally mandated charge of not less than 1% of related payroll.	Funding Source(s): Restricted	150,000
<i>Related Boilerplate Section(s): 306</i>				
SAF grant to department of technology, management, and budget	33,500	Accounting, budget, payroll, purchasing, and mail services from DTMB attributable to the SAF.	Funding Source(s): Restricted	33,500
<i>Related Boilerplate Section(s): 306</i>				
SAF grant to department of treasury	73,900	Investment activity costs attributable to SAF funds managed by the Department of Treasury.	Funding Source(s): Restricted	73,900
<i>Related Boilerplate Section(s): 306</i>				
SAF grant to legislative auditor general	30,300	Audit costs attributable to transportation programs and funds.	Funding Source(s): Restricted	30,300
<i>Related Boilerplate Section(s): 306</i>				
CTF grant to department of attorney general	204,500	Legal services and litigation costs of the Attorney General in support of transportation programs.	Funding Source(s): Restricted	204,500
<i>Related Boilerplate Section(s): 306</i>				
CTF grant to civil service commission	200,000	Civil service administrative expenses for MDOT, based on constitutionally mandated charge of not less than 1% of related payroll.	Funding Source(s): Restricted	200,000
<i>Related Boilerplate Section(s): 306</i>				

CTF grant to department of technology, management, and budget	42,200	Accounting, budget, payroll, purchasing, and mail services from DTMB attributable to the CTF.	Funding Source(s): Restricted	42,200
<i>Related Boilerplate Section(s): 306</i>				
CTF grant to department of treasury	13,500	Investment activity costs attributable to CTF funds managed by the Department of Treasury.	Funding Source(s): Restricted	13,500
<i>Related Boilerplate Section(s): 306</i>				
CTF grant to legislative auditor general	39,000	Audit costs attributable to transportation programs and funds.	Funding Source(s): Restricted	39,000
<i>Related Boilerplate Section(s): 306</i>				
GROSS APPROPRIATION	\$47,320,700	Total of all applicable line item appropriations.		
Comprehensive transportation fund (CTF)	499,200	State restricted fund dedicated for public transportation purposes.		
Michigan transportation fund (MTF)	24,335,000	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.		
State aeronautics fund (SAF)	465,300	State restricted fund dedicated for aviation development, regulation, and promotion.		
State trunkline fund (STF)	22,021,200	State restricted fund dedicated for state trunkline programs.		
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.		

SECTION 104: EXECUTIVE DIRECTION

This appropriation unit authorizes six unclassified FTE positions within the department including the Department Director. 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	29.3	Full-time equated (FTE) positions in the state classified service.
Unclassified salaries	\$754,000	Provides spending authority for salaries of six unclassified FTE positions, of which, four positions are currently filled: Department Director, Office of Communications Director, Office of Governmental Affairs Director and State Transportation Commission Advisor (currently a combined position), and Senior Policy and Legislative Advisor.
		Funding Source(s): Restricted 754,000
		<i>Related Boilerplate Section(s): None</i>
Asset management council	1,626,400	Provides data collection and related support for Asset Management Council established by 2002 PA 499. Staff support is provided from Transportation Planning appropriation unit.
		Funding Source(s): Restricted 1,626,400
		<i>Related Boilerplate Section(s): None</i>
Commission audit – 29.3 FTE positions	3,335,900	Office of Commission Audits (OCA) was established by Section 17a of Act 51 to conduct financial and performance audits. OCA also provides management advisory services to the department. The Commission Auditor is appointed by and serves at the pleasure of the State Transportation Commission.
		Funding Source(s): Restricted 3,335,900
		<i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$5,716,300	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)	4,089,900	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 105: BUSINESS SUPPORT

This appropriation unit provides executive and department-wide 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	54.0	Full-time equated (FTE) positions in the state classified service.
Business support services – 44.0 FTE positions	\$6,756,100	Salaries, benefits, and other costs of Executive Office support staff, Office of Communications (including mapping and media services), Office of Governmental Affairs, and Chief Administrative Officer. Funding Source(s): Restricted 6,756,100 <i>Related Boilerplate Section(s): None</i>
Economic development and enhancement programs – 10.0 FTE positions	1,633,200	Salaries, benefits, and other operating costs of the Office of Economic Development which administers Transportation Economic Development Fund (TEDF) programs, State Infrastructure Bank, federal Transportation Alternative Program (TAP), and Safe Routes to School programs. Appropriations for TEDF, TAP, and Safe Routes to School grants are in other appropriation units. Funding Source(s): Restricted 1,633,200 <i>Related Boilerplate Section(s): None</i>
Property management	7,112,200	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. Funding Source(s): Restricted 7,112,200 <i>Related Boilerplate Section(s): None</i>
Worker's compensation	1,711,200	Estimated cost of worker's compensation. Funding Source(s): Restricted 1,711,200 <i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$17,212,700	Total of all applicable line item appropriations.
Comprehensive transportation fund (CTF)	1,835,100	State restricted fund dedicated for public transportation purposes.
Economic development fund (EDF)	378,100	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	801,100	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	752,100	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	13,446,300	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 106: INFORMATION TECHNOLOGY

This appropriation unit gives MDOT authority to reimburse the Department of Technology, Management and Budget (DTMB) for information technology (IT) services and projects.

In addition to the line item appropriations shown below, Section 807 of the General Government budget (Article VIII of 2016 PA 268) authorizes the Department of Technology, Management and Budget (DTMB) to assess transportation funds a proportionate share of MAIN accounting system costs.

Information technology services and projects	\$32,364,500	Provides spending authority for MDOT to reimburse DTMB for IT services, projects, and IT inventory.
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Funding Source(s):	Federal	520,500
	Restricted	31,844,000

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$32,364,500	Total of all applicable line item appropriations.
Federal aid – transportation programs	520,500	Federal funds available for information technology applications.
Blue water bridge fund	55,100	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund (CTF)	224,400	State restricted fund dedicated for public transportation purposes.
Economic development fund	37,200	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	293,300	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	175,100	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	31,058,900	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 107: FINANCE, CONTRACTS, AND SUPPORT SERVICES

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

Full-time equated classified positions	186.0	Full-time equated (FTE) positions in the state classified service.
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Finance, contracts, and support services – 186.0 FTE positions	\$21,791,700	<p><u>Financial Operations Division</u> 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. Office Services Section within this division provides engineering and other document reproduction, facilities management, and mail room support.</p>
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Contract Services Division manages the overall service and construction contracting process including bid lettings, contract awards, consultant and contractor payments, prequalification, and contract monitoring. CSD also manages the statewide purchasing activities for the department.

Accounting Service Division is an Accounting Service Center providing accounting services to the Michigan Department of Agriculture and Rural Development (MDARD), the Michigan Department of Environmental Quality (MDEQ), the Michigan Department of Natural Resources (MDNR), as well as the Michigan Department of Transportation (MDOT). Responsibilities include accounts receivable, accounts payable, cashiering and credit card receipting functions. It also includes general ledger accounting and preparation of financial statements.

Funding Source(s):	IDG	4,013,400
	Restricted	17,778,300

Related Boilerplate Section(s): 205, 206, 209, 211, 212, 213, 375, 381, 382, 396, 505

GROSS APPROPRIATION	\$21,791,700	Total of all applicable line item appropriations.
IDG for accounting service center user charges	4,013,400	Funds received from MDARD, MDEQ, and MDNR for costs associated with Accounting Service Center functions.
Michigan transportation fund (MTF)	1,621,700	Supports contract letting and project accounting for local units of government and administration of Act 51-required MTF distribution to local units of government.
State trunkline fund (STF)	16,156,600	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

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, user-demand, infrastructure condition, and financial resource factors. A number of planning activities are mandated by federal law governing federal-aid transportation programs.

Full-time equated classified positions	140.0	Full-time equated (FTE) positions in the state classified service.
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Transportation planning – 140.0 FTE positions	\$38,481,100	Supports Bureau of Transportation Planning activities carried out through four Bureau divisions: Intermodal Policy, Statewide Transportation Planning, Data Inventory and Integration Division, and TAMC Support Division.
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Intermodal Policy Division provides assistance to the State Transportation Commission and department management in developing transportation policy.

Statewide Transportation Planning Division – Activities include preparation of State Long Range Plan and State Transportation Improvement Program (STIP) in accordance with federal planning requirements, and preparation of the annual rolling Five-Year Transportation Program.

- Administers development of the state trunkline capital outlay program; develops revenue estimates.
- Administers statewide and metropolitan planning process.
- Provides travel demand analysis; supports comprehensive passenger and freight transportation planning.

Data Inventory and Integration Division coordinates planning and engineering staff and equipment for field operations, system monitoring, condition assessment, and travel information collection.

Responsible for Enterprise Planning data management, operation of MDOT's enterprise Geographic Information Systems environment, and the maintenance of the linear referencing system that together allows MDOT to conduct asset management on its infrastructure while meeting all state and federal mandates and related funding requirements.

TAMC Support Division provides support for the Transportation Asset Management Council (TAMC); provides guidance to the TAMC regarding state and federal legislation that impact transportation asset management; coordinates the development of the federally required Transportation Asset Management Plan.

Funding Source(s):	Federal	19,250,000
	Restricted	19,231,100

Related Boilerplate Section(s): 217, 307, 384, 385, 394

Grants to regional planning councils	488,800	Grants to regional planning agencies for data collection and analysis, public involvement, and coordination between agencies.
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Funding Source(s):	Restricted	488,800
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$38,969,900	Total of all applicable line item appropriations.
Federal aid – transportation programs	19,250,000	Federal funds designated for statewide planning activities; derived from 2% set-aside of certain federal-aid programs.
Comprehensive transportation fund (CTF)	610,500	Restricted funds that support public transportation components of statewide transportation planning.
Michigan transportation fund (MTF)	9,571,400	Primary collection/distribution fund for revenue from motor fuel and vehicle registration taxes. Used in this appropriations unit to support statewide planning activities.
State aeronautics fund (SAF)	15,000	Restricted funds that support aviation components of statewide transportation planning.
State trunkline fund (STF)	9,523,000	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 109: DESIGN AND ENGINEERING SERVICES

This appropriation unit supports administration of state trunkline program development, delivery, and system operations, including development and delivery of the annual state trunkline capital construction program. The appropriation for capital road and bridge construction projects is made in a separate appropriation unit. This appropriation unit also includes a line item for Welcome Center operations.

Full-time equated classified positions	1,589.3	Full-time equated (FTE) positions in the state classified service.
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Program development, delivery, and system operations – 1,539.3 FTE positions	\$166,199,900	This line item supports <i>Highway Operations</i> functions, including administration (salary, benefits, and other operating costs) of state trunkline program development, delivery, and system operations. Functions related to the development and delivery of the annual state trunkline capital construction program are supported from this line.
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Highway Operations are under the direction of the department's Chief Operations Officer; functions are broadly organized under two bureaus, the Bureau of Development, and the Bureau of Field Services.

Two administrative units, the Office of Business Development, and the Office of Operations Administrative Services, report directly to the Chief Operations Officer.

Highway Operations activities are carried out from Lansing Central Office, at seven MDOT Regions, and at Transportation Service Centers (TSCs) within Regions.

Program functions and activities within Highway Operations include:

Program Development, and Delivery

Planning – assists in development of the State Long Range Plan (SLRP), the Transportation Improvement Program (TIP), and State Transportation Improvement Program (STIP).

Project Environmental – manages environmental clearance process for proposed projects to insure compliance with state and federal requirements; identifies ways to mitigate project impacts; manages environmental consultant contracts; conducts hydrological analysis related to trunkline crossings of waterways and drainage; coordinates with DEQ for environmental permitting related to construction projects.

Surveys – provides statewide survey coordination; administers consultant survey contracts; provides photogrammetry and mapping services.

Utility Coordination and Clearance – coordinates use of MDOT right of way by utilities, including relocation of utility facilities when necessary; coordinates relocation and design of municipal utilities such as water mains, sewers, lighting.

Real Estate Services – manages MDOT property (right-of-way); functions include including appraisal, acquisition, and sale of excess property in accordance with state and federal regulations.

[continued on next page]

Program development,
delivery, and system
operations – 1,539.3 FTE
positions
(continued)

Design – responsible for preparation of project documents (plans, specifications, estimates) used as the basis for bid letting and project construction. Provides assurance that project plans and proposals are prepared and delivered in accordance with FHWA, AASHTO, and MDOT standards and contracting practices. Maintains the department's Design Standard Plans and Guidelines, and Design Package Evaluation (DPE) systems. Design engineering work is performed by both department staff and contract consulting engineering firms under the supervision of MDOT engineering staff.

Construction – provides construction engineering and inspection of construction project work; construction contract administration including management of contractor payments; development of standard specifications for highway construction; evaluation of innovative technologies; technical support to Disadvantaged Business Enterprise (DBE) firms. Construction engineering work is performed by both department staff and contract consulting engineering firms under the supervision of MDOT engineering staff.

Geotechnical – provides engineering, design, and analysis related to the physical properties affecting buildability and stability of structures, including subsurface investigation; foundation design and analysis, soils testing and classification; grading and drainage design and engineering; soil and sedimentation control.

Materials Management – develops procedures and guidelines for materials sampling, testing, and control; develops and implements quality control/ quality assurance (QC/QC) plans for testing and acceptance of construction materials; manages research projects; recommends changes in Specifications.

Pavement Management – develops pavement design standards; pavement condition analysis; pavement investigations; Life Cycle Cost Analysis; pavement design for projects; remaining service life reviews.

Project Maintenance of Traffic – provides traffic coordination between MDOT projects, and between MDOT projects and local projects; develops traffic management plans and maintaining traffic plans.

Bridge Program Management and Inspection – manages statewide bridge inspection program; maintains Bridge Management System; develops state trunkline bridge program strategies; performs scoping for bridge projects.

Program Coordination – coordinates annual program call for projects, coordinates Region investments in Capital Preventive Maintenance, rehabilitation, reconstruction, and capacity improvements.

Bridge Design – develops contract documents for bridge projects; manages bridge consultant design contracts.

[continued on next page]

Program development, delivery, and system operations – 1,539.3 FTE positions
(continued)

Systems Operations and Maintenance

Traffic Safety and Operations – responsible for signal operations, sign operations, pavement marking, work zone safety, incident management, traffic safety, and congestion mitigation. Coordinates payment of freeway lighting and traffic signal utility billings.

Intelligent Transportation Systems (ITS) – operations include Southeast Michigan Transportation Operations Center (SEMTOC) in Detroit, West Michigan Transportation Operations Center (WMTOC) in Grand Rapids, and the Statewide Traffic Operations Center (STOC) in Lansing. Coordinates connected vehicle research.

System Environmental – identifies social, economic, and environmental impacts of projects for use in planning documents; implements wetland mitigation site corrective action program; coordinates with DEQ.

Permits – Manages department use of department right of way and facilities through permitting functions including construction, billboard, and oversize/overweight vehicle permits.

Business Service in Support of Highway Operations

Research Administration – coordinates the department’s research program, including various research initiatives in cooperation with national industry groups such as the American Association of State Highway and Transportation Officials (AASHTO), the Transportation Research Board (TRB), the National Cooperative Highway Research Program (NCHRP) and U. S. Department of Transportation’s University Transportation Centers (UTCs) program. Many research projects are supported with FHWA State Planning and Research grants. Research administration also provides research library services.

Local Agency Programs – administers federal aid programs on behalf of local road agencies; ensures that local federal aid projects have environmental clearance and are in compliance with federal-aid program requirements; provides oversight for the Local Bridge Program; administers Local Safety Program. Assists local road agencies in programming Transportation Economic Development projects.

Performance Management/Performance Excellence – provides system measurement tools and analysis; administers MDOT’s employee training programs.

Office of Operations Administrative Services – manages department-owned facilities (maintenance garages, sign shops) as well as the department-owned vehicle fleet (maintenance vehicles, pickup trucks); provides budgetary oversight for Highways Operations.

Office of Business Development – administers the department’s Disadvantaged Business Enterprise (DBE) program.

Safety and Security Administration – provides emergency management coordination for disasters and emergency declarations. Coordinates with the Michigan State Police and other law enforcement agencies.

Attorney General – Transportation Division provides 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.

Funding Source(s): Federal 23,529,800
Restricted 142,670,100

Related Boilerplate Section(s): 357,375,376,382,394,601,612,660

Welcome center operations – 50.0 FTE positions	4,532,800	Department operates 14 Welcome Centers at locations across the state.
		Funding Source(s): Restricted 4,532,800
<i>Related Boilerplate Section(s): None</i>		

GROSS APPROPRIATION	\$170,732,700	Total of all applicable line item appropriations.
Federal aid – transportation programs	23,529,800	Federal funds support research, materials, technology, and QA/QC program and assurance testing. Federal funds also support ITS and Safe Routes to Schools programs.
Michigan transportation fund (MTF)	12,246,000	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes. Used in this appropriations unit to support engineering oversight, technical assistance, and coordination related to state and federal funds provided to counties, cities, and villages.
State trunkline fund (STF)	134,956,900	State restricted fund dedicated for state trunkline programs.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 110: HIGHWAY MAINTENANCE

This appropriation unit supports road and bridge maintenance activities on the state trunkline system.

Full-time equated classified positions	743.7	Full-time equated (FTE) positions in the state classified service.
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State trunkline operations – 743.7 FTE positions	\$303,948,000	Salary, benefits, and other operating costs of MDOT's state trunkline maintenance program/activities performed by MDOT maintenance personnel from Lansing central office and seven MDOT regions. Department personnel also manage and coordinate work and reimbursements to those counties, municipalities, and private contractors who perform trunkline maintenance under contract with MDOT.
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Functions include: winter maintenance including deicer surface treatment, snow removal, and winter incident response; surface maintenance including joint and crack filling, remove and replace pavement, and pot hole repair; structure maintenance including bridge deck maintenance, superstructure and substructure maintenance, bridge drainage maintenance and repair, and emergency response to bridge hit incidents; sign and signal maintenance including sign fabrication, maintenance, and repair and signal maintenance and repair; shoulder and roadside maintenance including gravel and paved shoulders, road drainage inspection, maintenance, and repair, vegetation and brush control, litter pickup, and area and right-of-way mowing; guardrail maintenance and repair and trunkline system emergency response; fleet and facility operations, maintenance, and repair; and managing the Adopt-A-Highway program.

Funding Source(s): Restricted 303,948,000

Related Boilerplate Section(s): 319, 610

GROSS APPROPRIATION	\$303,948,000	Total of all applicable line item appropriations.
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State trunkline fund (STF)	303,948,000	State restricted fund dedicated for state trunkline highway purposes.
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STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.
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SECTION 111: ROAD AND BRIDGE PROGRAMS

This appropriation unit includes spending authorization for the state trunkline capital construction/preservation program, the local federal aid program, and certain targeted/categorical programs established in Act 51. The distribution of MTF revenue to local road agencies as provided in Act 51 is also appropriated from this unit.

State trunkline federal aid and road and bridge construction	\$1,068,176,900	State trunkline capital road and bridge construction program.
		Funding Source(s): Federal 757,714,800 Local 30,000,000 Restricted 280,462,100
		<i>Related Boilerplate Section(s): 307, 353, 395, 601, 612, 660</i>
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Local federal aid and road and bridge construction	272,511,000	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 is a placeholder representing the current year estimate of that allocation.
		Funding Source(s): Federal 272,511,000
		<i>Related Boilerplate Section(s): 357, 382, 402</i>
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Grants to local programs	33,000,000	Act 51 allocation to Local Program Fund; distributed 64.2% to county road commissions and 35.8% to cities and villages.
		Funding Source(s): Restricted 33,000,000
		<i>Related Boilerplate Section(s): None</i>
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Rail grade crossing	3,000,000	Act 51 allocation for rail grade crossing program; funds grade crossing safety enhancements, including crossing surface improvements on the state trunklines.
		Funding Source(s): Restricted 3,000,000
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Rail grade crossing – surface improvements	3,000,000	Act 51 allocation for rail grade crossing surface improvement projects on the local road system; established in 2015 PA 175, an amendatory act part of the Road Funding Package enacted November, 2015, and effective January 1, 2017.
		Funding Source(s): Restricted 3,000,000
		<i>Related Boilerplate Section(s): None</i>
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Local bridge program	27,468,600	Act 51 allocation used to repair or replace local bridges.
		Funding Source(s): Restricted 27,468,600
		<i>Related Boilerplate Section(s): 503</i>
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County road commissions	797,470,600	Act 51 allocation of 39.1% of net MTF revenue. The appropriation is based on estimated revenue. The actual distribution to county road commission will be based on actual MTF revenue and Act 51 external formula. 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).
		Funding Source(s): Restricted 797,470,600
		<i>Related Boilerplate Section(s): None</i>

SECTION 112: BLUE WATER BRIDGE

This appropriations unit, first recognized in the FY 1997-98 transportation budget, is used to account for operating and maintenance costs of the twin-span Blue Water Bridge. Capital construction/rehabilitation costs of the bridge and the Blue Water Bridge Plaza project are funded from the state trunkline road and bridge construction line item in the road and bridge programs appropriations unit.

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	\$6,433,100	Operating and maintenance costs for the twin-span Blue Water Bridge, which crosses the St. Clair River between Port Huron, Michigan and Sarnia, Ontario, Canada.
		Funding Source(s): Restricted 6,433,100
		<i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$6,433,100	Total of all applicable line item appropriations.
Blue water bridge fund (BWBF)	6,433,100	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

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 \$5,000,000 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.

Funding Source(s): Restricted 5,000,000

Related Boilerplate Section(s): 503

Rural county urban system 2,500,000 Category F (Cities in Rural Counties) 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.

Funding Source(s): Restricted 2,500,000

Related Boilerplate Section(s): 503

Target industries/economic redevelopment	623,700	<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.</p> <p>Category A is dedicated to 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).</p> <p>The enacted FY 2016-17 budget reflects the redirection of \$10.4 million from the TEDF Category A program to the State trunkline road and bridge construction program. This redirection was made through an amendment to 1987 PA 231, House Bill 4440 enacted as 2016 PA 273.</p> <p>In addition, \$9.4 million was redirected from TEDF Category A to the state General Fund for FY 2016-17. This redirection was made through an amendment to Section 819 of the Michigan Vehicle Code (1949 PA 300), House Bill 5706 enacted as 2016 PA 280.</p> <p>The department indicates that these two fund shifts will use all available Category A revenue; there will not be enough Category A revenue to support the appropriation. The department anticipates lapsing this spending authority.</p> <p>This program is administered jointly by MDOT's Office of Economic Development and the Michigan Economic Development Corporation (MEDC).</p>
		Funding Source(s): Restricted 623,700
		<i>Related Boilerplate Section(s): 503</i>

Urban county congestion	8,161,900	<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.</p> <p>Funds are available to counties with populations greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent), allocated among qualified counties by population-based formula, and 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.</p> <p>Section 10(3) of Act 51 allocates 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). However, Equity Bonus is no longer a federal-aid program category. The department allocates additional Surface Transportation Program funds to counties to offset the loss of these Equity Bonus funds.</p>
		Funding Source(s): Restricted 8,161,900
		<i>Related Boilerplate Section(s): 503</i>

Rural county primary	8,161,900	Category D (Rural County Primary Roads) receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts.
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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; and 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.

Section 10(3) of Act 51 allocates 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). However, Equity Bonus is no longer a federal-aid program category. The department allocates additional Surface Transportation Program funds to counties to offset the loss of these Equity Bonus funds.

Funding Source(s): Restricted 8,161,900

Related Boilerplate Section(s): 503

GROSS APPROPRIATION	\$24,447,500	Total of all applicable line item appropriations.
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Economic development fund	24,447,500	Established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth; revenue is derived primarily from Act 51 earmarks of MTF revenue and through a statutory earmark of driver's license fee revenue.
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STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.
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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. The Office of Aeronautics 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 the Capital Outlay section of this act.

Full-time equated classified positions	54.0	Full-time equated (FTE) positions in the state classified service.
Aeronautics services – 54.0 FTE positions	\$7,648,800	<p>The Office of Aeronautics is divided into three sections: Planning & Development; Programming; and Transport & Safety.</p> <p>Provides administrative services, fiscal coordination, and legislative liaison for aeronautics programs; administers all-weather airport access program; supports the Michigan Aeronautics Commission.</p> <p>Administers and provides project management for programming, planning, design, and construction of federal-aid and state-funded capital airport improvement projects. Airport Improvement Program projects are funded in the Capital Outlay section of this act.</p> <p>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.</p> <p style="text-align: right;">Funding Source(s): Restricted 7,648,800</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 383, 801,802, 803, 901</i></p>
Air service program	250,000	<p>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.</p> <p style="text-align: right;">Funding Source(s): Restricted 250,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 801</i></p>
GROSS APPROPRIATION	\$7,898,800	Total of all applicable line item appropriations.
State aeronautics fund (SAF)	7,898,800	Restricted fund for aviation development, regulation, and promotion; revenue from aviation fuel taxes and licensing/registration fees.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

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	\$186,250,000	Statutory operating assistance to local transit systems for a portion of eligible operating expenses. Act 51 provides 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.
		Funding Source(s): Restricted 186,250,000
		<i>Related Boilerplate Section(s): 393</i>
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Nonurban operating/capital	26,027,900	Federal transit grant funding available to local transit systems in non-urbanized areas of state (under 50,000 in population). Funds can be used for operating or capital assistance; Michigan has used primarily for operating assistance.
		Funding Source(s): Federal 24,027,900 Local 2,000,000
		<i>Related Boilerplate Section(s): 393</i>
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GROSS APPROPRIATION	\$212,277,900	Total of all applicable line item appropriations.
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Federal aid – transportation programs	24,027,900	Federal transit grants for operating and capital assistance to nonurban transit systems authorized by Section 5311 of Title 49 USC as amended by the <i>Fast Act</i> .
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Local funds	2,000,000	Local funding match for certain federal grants.
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Comprehensive transportation fund (CTF)	186,250,000	State restricted fund for public transportation purposes.
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STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

SECTION 117: INTERCITY PASSENGER AND FREIGHT

This appropriation unit provides state and federal funds for intercity bus service, rail passenger service, rail freight development, port development, and marine passenger programs. The Office of Rail within this appropriations unit also provides administrative support for state public transportation programs.

Full-time equated classified positions	39.0	Full-time equated (FTE) positions in the state classified service.
Office of rail – 39.0 FTE positions	\$6,427,700	Administers rail passenger, rail freight, rail economic development, and local grade crossing programs, including project management functions. Provides fiscal coordination and contract administration for Office of Rail and Office of Passenger Transportation. Funding Source(s): Restricted 6,427,700 <i>Related Boilerplate Section(s): 703, 704</i>
Freight property management	1,000,000	The department currently owns rail property, including approximately 530 miles of track, acquired in the 1970s when private railroads abandoned a number of rail lines in Michigan. Four short line railroads operate on the state-owned track under contract with the department. This line item is used to pay additional trackage rights on certain non-state-owned segments in order to provide for the continuity of service on the state-owned lines. In addition, costs of certain property maintenance activities, including weed and brush removal, and culvert repair and replacement, as well as drainage assessments, are charged to the line. (Maintenance and rehabilitation costs of an additional 135 miles of track acquired from the Norfolk Southern railroad in December 2012 are charged to the Rail Operations and Infrastructure line item.) Funding Source(s): Restricted 1,000,000 <i>Related Boilerplate Section(s): None</i>
Detroit/Wayne county port authority	468,200	Operating assistance to Detroit/Wayne County Port Authority. Funding Source(s): Restricted 468,200 <i>Related Boilerplate Section(s): 706</i>
Intercity services	6,250,000	The department contracts with an intercity carrier to provide intercity bus service to small urban and rural communities without other intercity public transportation services. Supports the intercity bus equipment program under which MDOT grants federal and state matching funds to intercity carriers for procurement of buses. Use of the buses 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. Other projects which promote intermodal coordination may be considered. Funding Source(s): Federal 4,500,000 Local 50,000 Restricted 1,700,000 <i>Related Boilerplate Section(s): 701</i>

Rail operations and infrastructure	118,894,800	<p>This line provides operating and capital support for rail passenger service on three lines in Michigan operated by Amtrak: the <i>Blue Water</i> (Port Huron to Chicago), the <i>Pere Marquette</i> (Grand Rapids to Chicago), and the <i>Wolverine</i> (Pontiac-Detroit-Chicago).</p> <p>The line also supports maintenance and capital investments on the state-owned Kalamazoo-Dearborn corridor, capital projects on the state-owned 530 mile freight rail infrastructure and freight economic development projects.</p> <p>Also supports capital improvements to preserve/improve state-owned rail infrastructure and for rail-freight economic development projects.</p> <p style="text-align: right;">Funding Source(s):</p> <table style="margin-left: auto; margin-right: 0;"> <tr> <td style="padding-right: 20px;">Federal</td> <td style="text-align: right;">60,100,000</td> </tr> <tr> <td>Local</td> <td style="text-align: right;">100,000</td> </tr> <tr> <td>Private</td> <td style="text-align: right;">100,000</td> </tr> <tr> <td>Restricted</td> <td style="text-align: right;">58,594,800</td> </tr> </table> <p style="text-align: right;"><i>Related Boilerplate Section(s): 702, 704, 711</i></p>	Federal	60,100,000	Local	100,000	Private	100,000	Restricted	58,594,800
Federal	60,100,000									
Local	100,000									
Private	100,000									
Restricted	58,594,800									
Marine passenger service	400,000	<p>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).</p> <p style="text-align: right;">Funding Source(s):</p> <table style="margin-left: auto; margin-right: 0;"> <tr> <td style="padding-right: 20px;">Restricted</td> <td style="text-align: right;">400,000</td> </tr> </table> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>	Restricted	400,000						
Restricted	400,000									
Terminal development	300,000	<p>Funds the purchase, construction, or rehabilitation of intermodal passenger facilities, related equipment, and facility management, serving communities throughout Michigan.</p> <p style="text-align: right;">Funding Source(s):</p> <table style="margin-left: auto; margin-right: 0;"> <tr> <td style="padding-right: 20px;">Restricted</td> <td style="text-align: right;">300,000</td> </tr> </table> <p style="text-align: right;"><i>Related Boilerplate Section(s): 305</i></p>	Restricted	300,000						
Restricted	300,000									
GROSS APPROPRIATION	\$133,740,700	Total of all applicable line item appropriations.								
Federal aid – transportation programs	64,600,000	Federal aid for intercity services provided through Section 5311 of Title 49 USC as amended by the Fast Act; federal aid from Federal Railroad Administration supports capital costs of facilities, infrastructure, and equipment necessary to provide or improve high speed and intercity passenger rail service.								
Local funds	150,000	Local funding match for certain federal grants.								
Private funds	100,000	Revenue from private/non-governmental entities.								
Comprehensive transportation fund (CTF)	60,043,000	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	100,000	Revenue is generated primarily from facility maintenance charges under terms of the leases of state-owned intercity facilities; the fund is used as a fund source in the <i>Intercity services</i> line item. [The nomenclature for this fund is incorrect in the bill; it should be the Intercity bus equipment <i>and facility</i> fund.]								
		<i>Related Boilerplate Section(s): 701</i>								
Michigan transportation fund (MTF)	2,029,100	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes, used in this appropriation unit to support statewide Railroad Safety, and Local Grade Crossing program within the <i>Office of rail</i> line item.								

Rail freight fund	6,000,000	Revenue primarily from the disposition/sale of state-owned rail property, and from contract payments/repayments; used as a fund source in the <i>Rail operations and infrastructure</i> line item. <i>Related Boilerplate Section(s): 702</i>
State trunkline fund (STF)	718,600	State restricted fund dedicated for state trunkline highway purposes, appropriated in the <i>Office of rail</i> line item.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

Transportation to work	3,700,000	Supports transportation services which help remove transportation as a barrier to employment primarily for low-income individuals. State funds primarily used to match federal program funds appropriated in other line items – primarily <i>Nonurban operating/capital</i> .
		Funding Source(s): Restricted 3,700,000
		<i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$80,630,200	Total of all applicable line item appropriations.
Federal aid – transportation programs	26,850,000	Federal transit grants authorized by Title 49 USC as amended by the <i>Fast Act</i> .
Local funds	5,760,000	Local funding match for certain federal grants.
Comprehensive transportation fund (CTF)	48,020,200	State restricted funds dedicated for public transportation purposes.
STATE GENERAL FUND/ GENERAL PURPOSE	\$0	Unrestricted state revenue from taxes and other sources.

**SECTION 119(1): CAPITAL OUTLAY
BUILDINGS AND FACILITIES**

This appropriation unit provides funds for state building and facility projects.

Special maintenance, remodeling, and additions \$3,001,500 For various department-owned transportation facilities.
Funding Source(s): Restricted 3,001,500
Related Boilerplate Section(s): 903

GROSS APPROPRIATION \$3,001,500 Total of all applicable line item appropriations.

State trunkline fund (STF) 3,001,500 State restricted fund dedicated for state trunkline highway purposes.

**STATE GENERAL FUND/
GENERAL PURPOSE \$0 Unrestricted state revenue from taxes and other sources.**

SECTION 120: ONE-TIME BASIS ONLY APPROPRIATIONS

This appropriation unit contains all FY 2016-17 GF/GP appropriations intended by the Legislature to be limited to one-time only.

Special grants \$8,500,000 Provides General Fund revenue for three Legislatively selected projects.

Funding Source(s): GF/GP 8,500,000

Related Boilerplate Section(s): 1001

GROSS APPROPRIATION \$8,500,000 Total of all applicable line item appropriations.

**STATE GENERAL FUND/
GENERAL PURPOSE \$8,500,000 Unrestricted state revenue from taxes and other sources.**

BOILERPLATE SECTION INFORMATION

General Sections

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

Identifies state spending from state resources and state resources to be paid to local units of government.

Sec. 202. Applicability of Management and Budget Act

References the Management and Budget Act (1984 PA 431).

Sec. 203. Definitions

Defines various terms and acronyms appearing in the article.

Sec. 204. Internet Reporting

Requires the department to use the Internet to fulfill legislative reporting requirements.

Sec. 205. Buy American and Buy Michigan

Prohibits the purchase of foreign goods or services if competitively priced and comparable quality American goods and services are available; requires that preference be given to Michigan businesses and to Michigan businesses owned and operated by veterans.

Sec. 206. Deprived and Depressed Communities

Directs department director to take reasonable steps to insure that businesses in deprived and depressed communities compete for and perform contracts for services or supplies, or both; directs the department director to encourage department contractors to subcontract with certified businesses in deprived and depressed communities.

Sec. 207. Out-of-State Travel

Provides for annual out-of-state travel report due January 1 of each year.

Sec. 208. Hire of Outside Legal Counsel

Prohibits the department from hiring a person to provide legal services that are the responsibility of the Attorney General; exempts bond counsel or outside legal counsel authorized by the Attorney General.

Sec. 209. General Fund/General Purpose Lapse Report

Requires the State Budget Office to prepare and transmit a report, by November 30, of estimated GF/GP lapses for department programs or program areas for the prior fiscal year.

Sec. 210. Contingency Appropriations

Provides contingent spending authority of \$200.0 million federal funds, \$40.0 million state restricted funds, \$1.0 million local funds, and \$1.0 million, subject to legislative transfer process of Section 393(2) of the Management and Budget Act.

Sec. 211. Transparency Website

Directs the department, in cooperation with DTMB, to maintain a searchable website accessible by the public at no cost that includes various appropriation, expenditure, procurement, and staffing information.

Sec. 212. Restricted Fund Balance Report

Requires report on restricted fund revenues, expenditures, and estimated year-end balances; report due within 14 days of the release of the Executive budget recommendation.

Sec. 213. Key Metrics/Scorecard Website

Requires the department to maintain, on a publicly accessible website, a "scorecard" that identifies, tracks, and regularly updates, key metrics used to monitor and improve the department's performance.

Sec. 214. Annual Legacy Costs

Section identifies estimated department "legacy costs" for the fiscal year ending September 30, 2017 of \$70.5 million, of which of pension related costs were \$39.1 million and retiree health care costs \$31.4 million.

Sec. 215. Communications with the Legislature

Prohibits the department from taking disciplinary action against an employee for communicating with a member of the Legislature or legislative staff.

Sec. 217. Report on Federal Rule Changes

Requires the department to provide notice to the legislature of proposed federal rule changes related to the department that could require amendments to state law.

BOILERPLATE SECTION INFORMATION

Sec. 270. Remanufactured Parts

Indicates legislative intent with regard to use of remanufactured parts for repair and maintenance of state motor vehicle fleet.

DEPARTMENTAL SECTIONS

Sec. 301. Permit Fees/Bridge Tolls

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

Sec. 304. Confidentiality of Bid Documents

Provides for confidentiality of highway project bid documents.

Sec. 305. Lease of Space in Public Transportation Property

Subsection (1) requires lease of space in public transportation facilities at market rates; requires that revenue be used for property maintenance/improvements. Subsection (2) directs the department to charge transit agencies and intercity bus carriers the same rent when leasing similar space in state-owned intermodal facilities.

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

Sets guidelines for use of transportation funds (interdepartmental grants) by other state agencies; requires report by each state department receiving funding from interdepartmental contract with the department to report on use of transportation funds no later than two months after the publication of the state Certified Annual Financial Report. Directs the Auditor General to use a "risk based" approach in developing an audit program for the of transportation funds.

Sec. 307. Rolling Five-Year Plan

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

Sec. 310. State Transportation Commission Minutes/Agenda

Requires MDOT to provide copies of minutes and agenda to House and Senate Appropriations Subcommittees on Transportation, House and Senate Fiscal Agencies, and State Budget Director.

Sec. 313. State Infrastructure Bank

Provides guidelines for State Infrastructure Bank program; provides carryforward authority; provides for a report, by December 1, 2016, on State Infrastructure Bank loans, activity, and fund balance.

Sec. 319. Rest Area Maintenance

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

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. 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. Studies of Outdoor Advertising and Motorist Behavior

Prohibits MDOT from examining potential association of commercial signs, outdoor advertising, or billboards and motor vehicle activity or motorist behavior.

Sec. 381. E-Verify for Legal Status of Contractor/Subcontractor New Employees

Requires the department to require, as a condition of each contract for construction, maintenance, or engineering services, the use of the E-Verify system to verify legal status of contractor and subcontractor new hires. Requires report by March 1 of each year.

Sec. 382. Require Department to Settle Local Agency Cost Sharing Agreements

Requires the department to submit final bill to the local agency within two years of final payment to construction contractor. In a signing letter dated June 29, 2016, the Governor indicated he considers the section unenforceable.

BOILERPLATE SECTION INFORMATION

Sec. 383. Report on Use of State Airfleet

Requires annual report on use of MDOT-owned aircraft, specific to each aircraft, due February 1, 2017; restricts use by legislative employees; requires recovery of department costs; includes intent language that the department work with Michigan State Police on reciprocal agreement; requires a report on the status of the reciprocal agreement by February 1, 2017.

Sec. 384. Detroit River International Crossing (DRIC)

Restricts expenditures related to the project, currently referenced by the Executive as the *New International Trade Crossing* (NITC). Indicates "an expenditure for staff resources used in connection with project activities, which expenditure is subject to full and prompt reimbursement from Canada, shall not be considered an expenditure of state transportation resources."

Sec. 385. Detroit River International Crossing (DRIC) – Reporting Requirement

Requires a report on DRIC/NITC activity by December 1, 2016, and quarterly thereafter.

Sec. 393. Public Transportation Best Practices

Directs the department to promote best practices in public transportation, including transit vehicle rehabilitation to reduce life-cycle cost; report due March 1, 2017; references similar requirement made in FY 2011-12.

Sec. 394. Priority of Preservation

Directs the department and local road agencies to make preservation of the existing infrastructure a funding priority.

Sec. 395. Contingent Use of Capital Trunkline Funds for Maintenance

Authorizes the use of up to \$10.0 million from the capital road and bridge construction line for highway maintenance activities to support safety-related, high-priority, and other deferred maintenance needs on the state trunkline system.

Sec. 396. Solicitation of Proposals for Contractual Services

Directs the department to obtain assurance that contractors can perform proposed services.

FEDERAL

Sec. 402. Buyout of Local Federal Aid

Authorizes local road agencies to enter into voluntary federal aid buyout agreements with MDOT or other local road agencies.

MICHIGAN TRANSPORTATION FUND

Sec. 501. Motor Carrier Act

Describes distribution of revenue received under the Motor Carrier Act (1933 PA 254).

Sec. 503. TEDF/Local Bridge Fund Carryforward

Provides carryforward authority for TEDF and Local Bridge funds; prohibits 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. 505. Road Innovation Fund Report ("Lockbox") – NEW

Public Act 175 of 2015, part of the Road Funding Plan passed November, 2015, amended Act 51 to establish a Roads Innovation Task Force and Roads Innovation Fund. Public Act 175 also established a process for "releasing" money from the Roads Innovation Fund. Specifically, MDOT could to expend money from the fund "only after each house of the legislature approves a 1-time concurrent resolution on a record roll call vote to release money in the Roads Innovation Fund." Boilerplate Section 505, would require the department to prepare a report on the amount of MTF revenue withheld if the Roads Innovation Fund is not released on or before October 1, 2016.

Note that the enacted budget assumes that \$100.0 million in Roads Innovation Fund money will be released and distributed in accordance with the provisions of Section 10 of Act 51.

BOILERPLATE SECTION INFORMATION

STATE TRUNKLINE FUND

Sec. 601. Road Construction Warranties

Directs the department to work with the road construction and engineering consultant community to develop a warranty program; defines considerations for warranty program; directs the department to timely inspect warranty projects; provides for a detailed report due March 1 of each year.

Sec. 604. State Trunkline Fund Carryforward

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

Sec. 610. Dead Deer

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

Sec. 612. Incentive/Disincentive Contracts

Requires MDOT to establish guidelines for use of incentive/disincentive contracts; requires report by January 1 of each year.

Sec. 660. Use of Alternative Materials

Encourages the department to examine the use of alternative road surface materials, including recycled materials. Provides for a report due by March 1 of each year.

TRANSIT AND RAIL RELATED FUNDS

Sec. 701. Intercity Bus Equipment and Facility 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 that MDOT notify Legislature when railroad companies file for abandonment of lines.

Sec. 704. Rail Operations and Infrastructure Report

New reporting requirement. Provides for the initial report of actual and planned expenditures by October 30 and a follow up report by February 1 of each year.

Sec. 705. City of Woodhaven Grade Separation

Includes new intent language with respect to proposed project.

Sec. 706. Detroit/Wayne County Port Authority

Requires operational assessment and financial disclosure report due by June 30 of each year.

Sec. 711. Rail Passenger Service (Amtrak) Report

Requires report, due May 1 of each year, on rail passenger service provided under contract by Amtrak.

Sec. 735. Street Railway Appropriation

Provides for the appropriation of \$0 to a street railway pursuant to section 10e(22) of 1951 PA 51.

AERONAUTICS FUND

Sec. 801. State Aeronautics Fund

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

Sec. 802. Department-Owned Airports

States legislative intent that department find private or local owner/operator of department-owned airports.

Sec. 803. Third-party Management of MDOT Aircraft

Directs the department to request proposals for third party management of department aircraft.

CAPITAL OUTLAY

Sec. 901. Aeronautics Capital Program

Allows MDOT to contract for airport improvement projects on behalf of local airport owners; establishes local match requirement.

BOILERPLATE SECTION INFORMATION

Sec. 903. Capital Outlay Carry Forward

Provides carryforward authority for capital outlay appropriations in accordance with Section 248 of the Management and Budget Act.

ONE-TIME BASIS ONLY APPROPRIATIONS

Sec. 1001. Special One-Time GF/GP Projects

Section identifies special road improvement project grants: Berrien County – US-31 right of way acquisition; Lenawee County – Upgrading Weston Road and Rodesiler Highway to provide an all-season truck route between M-52 and US-223; Macomb County – M-53 at 33 Mile road access.

PROVISIONS CONCERNING FY 2017-18

Sec. 1201. Intent to Provide FY 2016-17 Appropriations

Indicates legislative intent to make appropriations in FY 2017-18.



Mary Ann Cleary, Director
Kyle I. Jen, Deputy Director

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AREAS OF RESPONSIBILITY

Agriculture and Rural Development	William E. Hamilton
Attorney General	Mike Clossen
Auditor General	Benjamin Gielczyk
Bill Analysis	Chris Couch Edith Best; Jennifer McInerney; Josh Roesner; Sue Stutzky
Capital Outlay	Benjamin Gielczyk
Civil Rights	Mike Clossen
Community Colleges	Perry Zielak
Corrections	Robin R. Risko
Economic and Revenue Forecast	Jim Stansell
Education (Department)	Samuel Christensen
Environmental Quality	Austin Scott
Executive Office	Benjamin Gielczyk
Fiscal Oversight, Audit, and Litigation	Mary Ann Cleary
Health and Human Services:	
Human Services	Viola Bay Wild
Medicaid, Physical and Behavioral Health	Kevin Koorstra; Kyle I. Jen
Public Health, Aging, Departmentwide Administration	Susan Frey
Higher Education	Marilyn Peterson; Perry Zielak
Insurance and Financial Services	Marcus Coffin
Judiciary	Robin R. Risko
Legislature	Benjamin Gielczyk
Licensing and Regulatory Affairs	Marcus Coffin
Local Finance	Jim Stansell
Lottery	Benjamin Gielczyk
Michigan Strategic Fund	Benjamin Gielczyk
Military and Veterans Affairs	Kent Dell
Natural Resources	Austin Scott
Natural Resources Trust Fund	Benjamin Gielczyk; Austin Scott
Retirement	Bethany Wicksall; Kyle I Jen
Revenue Forecasting	Jim Stansell
Revenue Sharing	Jim Stansell; Benjamin Gielczyk
School Aid	Bethany Wicksall; Samuel Christensen
State (Department)	Mike Clossen
State Police	Kent Dell
Supplemental Coordinator	Kyle I. Jen
Tax Analysis	Jim Stansell
Technology, Management, and Budget	Mike Clossen
Talent and Economic Development	Benjamin Gielczyk
Transfer Coordinator	Viola Bay Wild
Transportation	William E. Hamilton
Treasury	Benjamin Gielczyk
Unemployment Insurance	Marcus Coffin



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