# FY 2026-27: TRANSPORTATION
# Summary: As Reported by House Subcommittee
# House Bill 5615 (H-1)

**Analyst: William E. Hamilton**

| | FY 2025-26 Year-to-Date as of 2/11/26 | FY 2026-27 Executive | FY 2026-27 House | FY 2026-27 Senate | FY 2026-27 Conference | *Difference: House From FY 2025-26 YTD* *Amount* | *%* |
|---|---|---|---|---|---|---|---|
| **IDG/IDT** | $4,366,200 | $4,555,300 | $4,424,000 | $ | $ | *$57,800* | *1.3* |
| **Federal** | 2,329,605,500 | 2,374,354,200 | 2,384,442,300 | | | *54,836,800* | *2.4* |
| **Local** | 87,448,500 | 86,948,500 | 87,448,500 | | | *0* | *0.0* |
| **Private** | 20,500,000 | 20,500,000 | 20,500,000 | | | *0* | *0.0* |
| **Restricted** | 5,447,575,600 | 6,038,263,400 | 5,997,647,100 | | | *550,071,500* | *10.1* |
| **GF/GP** | 0 | 0 | 100,000,000 | | | *100,000,000* | *--* |
| **Gross** | **$7,889,495,800** | **$8,524,621,400** | **$8,594,461,900** | **$** | **$** | ***$704,966,100*** | ***8.9*** |
| **FTEs** | 3,208.3 | 3,219.3 | 2,859.3 | | | *(349.0)* | *(10.9)* |

*Note: Appropriation figures for all years include all proposed appropriation amounts, including amounts designated as "one-time."*

**Overview**

The state transportation budget supports state and local highway programs, public transportation programs, aeronautics programs, and administration of the Michigan Department of Transportation (MDOT). Historically, approximately two-thirds of the revenue in this budget has come from state restricted revenue, with approximately one-third from federal sources. State-restricted revenue in this budget includes revenue from motor fuel taxes, vehicle registration taxes, as well as from an earmark of Corporate Income Tax Act revenue, and revenue from state excise taxes on sales of marijuana. For FY 2026-27, an estimated $4.0 billion in state restricted revenue will be credited to the Michigan Transportation Fund (MTF) and then distributed in accordance with 1951 PA 51 ("Act 51") to other state transportation funds and programs, including the State Trunkline Fund (STF), the Comprehensive Transportation Fund (CTF), and local road agencies (county road commissions and cities/villages). Revenue from aviation fuel and registration taxes, as well as a portion of Airport Parking Tax revenue, is credited to the State Aeronautics Fund for aeronautics programs. Federal funds for transportation programs are authorized under the federal Infrastructure Investment and Jobs Act (IIJA).

| **Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations** | | **FY 2025-26 YTD (as of 2/11/26)** | **House Change from YTD** |
|---|---|---|---|
| ***1. Debt Service*** | **Gross** | **$340,804,200** | **($1,800)** |
| Executive debt service totals $340.8 million, $1,800 less than FY 2025-26. Of total debt service, $333.6 million is for debt service on STF bonds. House concurs with Executive. | Restricted | 340,804,200 | (1,800) |
| | GF/GP | $0 | $0 |
| The debt service appropriation is primarily based on debt service schedules for previously issued and outstanding bonds, including STF Rebuilding Michigan bonds issued in calendar years (CYs) 2020, 2021, and 2023. | | | |
| ***2. Services Provided by Other State Departments (IDGs)*** | **Gross** | **$52,972,200** | **($20,000,000)** |
| House includes funding at current-year level for 19 of 20 specific IDG appropriations that authorize the reimbursement of other state departments from restricted transportation funds for services provided, but eliminates the $20.0 million IDG from the MTF to the Secretary of State. This $20.0 million MTF is reallocated to state and local road and bridge line items below. (Items 12b, 13b, and 18.) | Restricted | 52,972,200 | (20,000,000) |
| | GF/GP | $0 | $0 |
| ***3. Unclassified Positions*** | FTE | 6.0 | 0.0 |
| House reduces by $500,400 STF to reflect FY 2024-25 actual expenditures. | **Gross** | **$993,200** | **($500,400)** |
| | Restricted | 993,200 | (500,400) |
| | GF/GP | $0 | $0 |

| Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations | | FY 2025-26 YTD (as of 2/11/26) | House Change from YTD |
|---|---|---|---|
| ***4. Business Support Services*** | FTE | 75.0 | (4.0) |
| House reduces by $2.9 million STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 4.0 FTEs to 71.0 FTEs. | **Gross** | **$13,174,900** | **($2,933,200)** |
| | Restricted | 13,174,900 | (2,933,200) |
| | GF/GP | $0 | $0 |
| ***5. Commission Audit*** | FTE | 29.3 | (6.3) |
| House reduces by $1.3 million STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 6.3 FTEs to 23.0 FTEs. | **Gross** | **$4,929,800** | **($1,270,300)** |
| | Restricted | 4,929,800 | (1,270,300) |
| | GF/GP | $0 | $0 |
| ***6. Economic Development and Enhancements*** | FTE | 11.0 | (2.0) |
| House reduces by $442,100 STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 2.0 FTEs to 9.0 FTEs. | **Gross** | **$1,897,500** | **($442,100)** |
| | Restricted | 1,897,500 | (442,100) |
| | GF/GP | $0 | $0 |
| ***7. Finance, Contracts, Support Services*** | FTE | 195.0 | (26.0) |
| Executive includes $1.1 million STF increase for financial accounting compliance and financial management costs. House reduces by $3.7 million STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 26.0 FTEs to 169.0 FTEs. | **Gross** | **$28,214,200** | **($3,663,200)** |
| | IDG | 4,366,200 | 0 |
| | Restricted | 23,848,000 | (3,663,200) |
| | GF/GP | $0 | $0 |
| ***8. Property Management*** | **Gross** | **$9,682,100** | **($1,066,100)** |
| Executive budget reflects DTMB cost allocation adjustments which result in a $1.1 million decrease, primarily STF, in appropriation for property maintenance and management. House concurs with Executive. | Restricted | 9,682,100 | (1,066,100) |
| | GF/GP | $0 | $0 |
| ***9. Information Technology*** | **Gross** | **$42,299,500** | **($21,149,500)** |
| Executive includes $5.3 million increase, primarily STF, for information technology cost increases. House reduces baseline funding by 50% from current year, a reduction of $21.1 million STF. | Federal | 520,500 | 0 |
| | Restricted | 41,779,000 | (21,149,500) |
| | GF/GP | $0 | $0 |
| ***10. Design and Engineering Services*** | FTE | 1,657.3 | (171.3) |
| Executive includes $6.1 million increase (state restricted STF and federal) to support increased costs of maintenance and operations of Intelligent Transportation Systems and $526,600 for maintenance and energy costs of 3,141 traffic signals shared with local units of government. House reduces by $53.9 million STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 171.3 FTEs to 1,486.0 FTEs. | **Gross** | **$267,155,600** | **($53,861,000)** |
| | Federal | 23,529,800 | 0 |
| | Restricted | 243,625,800 | (53,861,000) |
| | GF/GP | $0 | $0 |
| ***11. State Trunkline Maintenance*** | FTE | 908.7 | (103.0) |
| Executive includes $23.7 million STF funding increase to reflect increased costs of maintenance materials and service contracts; includes $654,000 STF and authorization for 3.0 FTE positions for added lane miles in the University Region. House reduces by $22.5 million STF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 103.0 FTEs to 804.9 FTEs. | **Gross** | **$486,654,800** | **($22,540,000)** |
| | Restricted | 486,654,800 | (22,540,000) |
| | GF/GP | $0 | $0 |
| ***12a. MTF/NRF Distribution to Cities/Villages*** | **Gross** | **$989,893,600** | **$122,476,100** |
| Executive Includes $1.1 billion for distribution to cities and villages per Act 51 formula, a $122.5 million increase. This reflects the full-year impact of the October 2025 Transportation Funding Package, including increases in motor fuel taxes as well as funding from the Neighborhood Roads Fund (NRF). House concurs with Executive. | Restricted | 989,893,600 | 122,476,100 |
| | GF/GP | $0 | $0 |
| ***12b. Redistribution of $20.0 million MTF to Cities/Villages*** | **Gross** | **$0** | **$4,360,000** |
| House includes $4.4 million MTF as the city/village share of the $20.0 million MTF reduction in the Secretary of State IDG (Item #2, above). | Restricted | 0 | 4,360,000 |
| | GF/GP | $0 | $0 |
| ***12c. GF/GP Distribution to Cities/Villages*** | **Gross** | **$0** | **$28,000,000** |
| House includes $28.0 million GF/GP to cities/villages; this represents 28% of $100.0 million GF/GP designated for road and bridge programs in this budget. | Restricted | 0 | 0 |
| | GF/GP | $0 | $28,000,000 |

| Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations | | FY 2025-26 YTD (as of 2/11/26) | House Change from YTD |
|---|---|---|---|
| ***13a. MTF/NRF Distribution to County Road Commissions*** | **Gross** | **$1,790,859,100** | **$221,242,300** |
| Executive includes $2.0 billion for distribution to county road commissions per Act 51 formula, a $221.2 million increase. This reflects the full-year impact of the October 2025 Transportation Funding Package, including increases in motor fuel taxes as well as funding from the NRF. House concurs with Executive. | Restricted | 1,790,859,100 | 221,242,300 |
| | GF/GP | $0 | $0 |
| ***13b. Redistribution of $20.0 million MTF to County Road Commissions*** | **Gross** | **$0** | **$7,820,000** |
| House includes $7.8 million MTF as the county road commission share of the $20.0 million MTF reduction in the Secretary of State IDG (Item #2, above). | Restricted | 0 | 7,820,000 |
| | GF/GP | $0 | $0 |
| ***13c. GF/GP Distribution to County Road Commissions*** | **Gross** | **$0** | **$52,000,000** |
| House includes $52.0 million GF/GP to county road commissions; this represents 52% of $100.0 million GF/GP designated for road and bridge programs in this budget. | Restricted | 0 | 0 |
| | GF/GP | $0 | $52,000,000 |
| ***14. Local Bridge Program*** | **Gross** | **$126,417,100** | **$133,800** |
| Executive includes $133,800 increase, the estimated increase in MTF revenue designated for this program per Act 51 formula. In addition to $26.6 million MTF, the budget includes $100.0 million NRF, an Act 51 earmark made in the October 2025 Transportation Funding Package. House concurs with Executive. | Restricted | 126,417,100 | 133,800 |
| | GF/GP | $0 | $0 |
| ***15. Movable Bridge Fund/Program*** | **Gross** | **$6,309,000** | **$195,600** |
| Executive includes $195,600 MTF inflationary adjustment, as required by Act 51, for program that provides funding to MDOT and certain local road agencies for operating costs of movable bridges under state and local jurisdiction. [Executive includes new boilerplate provisions that reflect Act 51 amendments to allow use of Movable Bridge Fund revenue for local bridge inspections.] House concurs with Executive. | Restricted | 6,309,000 | 195,600 |
| | GF/GP | $0 | $0 |
| ***16. Local Rail Grade Separation Fund*** | **Gross** | **$40,000,000** | **$0** |
| Executive includes $40.0 million from the NRF – unchanged from FY 2025-26. This $40.0 million is an earmark of NRF revenue made in Act 51 as part of the October 2025 Transportation Funding Package. House concurs with Executive. | Restricted | 40,000,000 | 0 |
| | GF/GP | $0 | $0 |
| ***17. Rail Grade Crossing Surface Improvement*** | **Gross** | **$3,000,000** | **$3,000,000** |
| Executive includes $3.0 million MTF, the amount designated in Sec. 10 of Act 51. House includes at $6.0 million MTF, a $3.0 million increase. | Restricted | 3,000,000 | 3,000,000 |
| | GF/GP | $0 | $0 |
| ***18. State Trunkline Road and Bridge Capital Program*** | **Gross** | **$1,851,212,700** | **$285,161,200** |
| Executive recommendation for the capital State Trunkline Road and Bridge Construction line item totals $2.0 billion, an increase of $137.6 million. While estimated available federal funds would decrease by $2.5 million, state restricted support would increase by net $140.1 million. The state restricted increase is the net of a $3.7 million reduction in Blue Water Bridge Fund authorization, while estimated available STF would increase by $143.8 million, in part from increases in the October 2025 Transportation Funding Package. House uses the Executive recommendation as a starting point but increases STF support by an additional $127.6 million – $119.7 million from a reallocation of STF operating reductions noted above, and $7.8 million as the STF share of the $20.0 million MTF reduction in the Secretary of State IDG (Item #2, above). House also includes $20.0 million GF/GP, 20% of $100.0 million GF/GP designated for road and bridge programs in this budget. | Federal | 1,315,266,400 | (2,487,700) |
| | Local | 30,003,500 | 0 |
| | Private | 10,000,000 | 0 |
| | Restricted | 495,942,800 | 267,648,900 |
| | GF/GP | $0 | $20,000,000 |

| Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations | | FY 2025-26 YTD (as of 2/11/26) | House Change from YTD |
|---|---|---|---|
| ***19. Transportation Economic Development Fund (TEDF)*** | **Gross** | **$53,190,500** | **$292,700** |
| Executive includes $53.5 million in restricted TEDF support, an increase of $292,700 from current year, reflecting estimated available TEDF revenue. The TEDF program is a targeted transportation program established and governed by statute, 1987 PA 231. House concurs with Executive. | Restricted | 53,190,500 | 292,700 |
| | GF/GP | $0 | $0 |
| ***20. Aviation Services*** | FTE | 48.0 | (4.7) |
| House reduces baseline State Aeronautics Fund support by $1.0 million to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 4.7 FTEs to 43.3 FTEs. | **Gross** | **$7,848,300** | **($1,047,300)** |
| | Restricted | 7,848,300 | (1,047,300) |
| | GF/GP | $0 | $0 |
| ***21. Air Service Program – GA Airports*** | **Gross** | **$0** | **$5,294,700** |
| House includes new grant program for General Aviation airports in Michigan using $5.3 million from the State Aeronautics Fund. | Restricted | 0 | 5,294,700 |
| | GF/GP | $0 | $0 |
| ***22. Passenger Transportation Services*** | FTE | 46.0 | (9.1) |
| Executive requests $589,100 CTF increase with 4.0 FTE staffing increase to implement public transportation elements of the October 2025 Transportation Funding Package. House reduces baseline support by $1.7 million CTF to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 9.1 FTEs to 36.9 FTEs. | **Gross** | **$7,410,900** | **(1,738,300)** |
| | Federal | 2,000,000 | 0 |
| | Restricted | 5,410,900 | (1,738,300) |
| | GF/GP | $0 | $0 |
| ***23. Local Bus Operating – CTF Funding*** | **Gross** | **$271,607,300** | **$18,392,700** |
| Executive increases CTF support for local bus operating assistance to $315.0 million, an increase of $43.4 million. This reflects increased available CTF revenue from the October 2025 Transportation Funding Package. House increases CTF funding to $290.0 million, an increase of $18.4 million. | Restricted | 271,607,300 | 18,392,700 |
| | GF/GP | $0 | $0 |
| ***24. Transit Programs – Non-Urban Operating/Capital*** | **Gross** | **$41,123,000** | **$812,500** |
| Executive includes $41.9 million for non-urbanized area formula grant program established under 49 USC 5311 ($39.9 million federal funds and $2.0 million local funds). The $812,500 increase in federal funds reflects increase in estimated federal grants available to Michigan under IIJA. House concurs with Executive. | Federal | 39,123,000 | 812,500 |
| | Local | 2,000,000 | 0 |
| | GF/GP | $0 | $0 |
| ***25. Detroit Wayne County Port Authority*** | **Gross** | **$600,000** | **$100,000** |
| House increases CTF support to $700,000, a $100,000 increase. | Restricted | 600,000 | 100,000 |
| | GF/GP | $0 | $0 |
| ***26. Marine Passenger Service*** | **Gross** | **$20,559,100** | **$2,000,000** |
| Executive eliminates line that provided capital assistance for marine passenger systems, Executive rolls line into a new *Intermodal Capital* line item within Passenger Transportation Development, as shown below in Item #29. House retains line item and increases CTF support to $4.0 million, a $2.0 million increase. | Federal | 18,059,100 | 0 |
| | Local | 500,000 | 0 |
| | Restricted | 2,000,000 | 2,000,000 |
| | GF/GP | $0 | $0 |
| ***27. Office of Rail*** | FTE | 41.0 | (3.6) |
| House reduces baseline support by $2.1 million to reflect FY 2024-25 actual expenditures; reduces FTE authorization by 3.6 FTEs to 37.4 FTEs. | **Gross** | **$7,485,900** | **($2,115,400)** |
| | Restricted | 7,485,900 | (2,115,400) |
| | GF/GP | $0 | $0 |
| ***28. Rail Operations and Infrastructure*** | **Gross** | **$149,388,500** | **$70,000,000** |
| Executive includes $70.0 million increase in federal support to reflect an anticipated grant for rail freight development in southwest Detroit. House concurs with Executive. | Federal | 30,000,000 | 70,000,000 |
| | Local | 100,000 | 0 |
| | Private | 3,700,000 | 0 |
| | Restricted | 115,588,500 | 0 |
| | GF/GP | $0 | $0 |

| Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations | | FY 2025-26 YTD (as of 2/11/26) | House Change from YTD |
|---|---|---|---|
| ***29. Transit Capital/Intermodal Capital*** | **Gross** | **$247,793,500** | **$0** |
| Executive changes line from *Transit capital* to *Intermodal capital*. In addition to increased CTF support from anticipated increases in CTF revenue, the line would also be used to provide capital grants for marine passenger systems formerly appropriated from the Marine passenger service line item (See. Item #26 above). Executive budget represents a $51.0 million increase in CTF support as compared to the current *Transit capital* line item. House retains as *Transit capital* at current-year funding levels. | Federal | 146,941,600 | 0 |
| | Local | 31,000,000 | 0 |
| | Private | 2,000,000 | 0 |
| | Restricted | 67,851,900 | 0 |
| | GF/GP | $0 | $0 |
| ***30. Vanpooling*** | **Gross** | **$400,000** | **($205,000)** |
| Executive reduces support to $300,000 CTF, a $100,00 reduction. House reduces to $195,000 CTF, a $205,000 reduction. | Restricted | 400,000 | (205,000) |
| | GF/GP | $0 | $0 |
| ***31. Infrastructure Projects Authority Fund/Program*** | **Gross** | **$65,000,000** | **$0** |
| Executive and House retain $65.0 million line item first established in FY 2025-26, reflecting an Act 51 earmark of NRF revenue, part of the October 2025 Transportation Funding Package. | Restricted | 65,000,000 | 0 |
| | GF/GP | $0 | $0 |
| ***32. Maritime and Port Facility Assistance Program*** | FTE | 0.0 | 1.0 |
| Executive authorizes $5.3 million from the Maritime and Port Facility Assistance Fund for the Maritime and Port Facility Assistance Fund with authorization for 4.0 FTE positions. House concurs with Executive with respect to funding; authorizes 1.0 FTE position. | **Gross** | **$0** | **$5,294,700** |
| | Restricted | 0 | 5,294,700 |
| | GF/GP | $0 | $0 |
| The FY 2025-26 budget had appropriated $5.3 million CTF for credit to the Maritime and Port Facility Assistance Fund but did not provide authority for expenditures from the fund. | | | |
| ***33. Capital Outlay - Airport Improvement Program (AIP)*** | **Gross** | **$189,045,000** | **$0** |
| Executive reduces state restricted State Aeronautics Fund support by $7.7 million to reflect revenue estimates. [The FY 2025-26 appropriation of State Aeronautics Fund revenue was $7.7 million in excess of revenue estimates.] House uses $7.7 million State Aeronautics Fund, transferred from the CTF in Sec. 722, to hold the appropriation unchanged from current year. | Federal | 155,000,000 | 0 |
| | Local | 17,500,000 | 0 |
| | Private | 2,000,000 | 0 |
| | Restricted | 14,545,000 | 0 |
| | GF/GP | $0 | $0 |
| [This program is shown in the budget under the line item, Airport Safety, Protection, and Improvement.] | | | |
| ***34. IIJA Airport Infrastructure Grants*** | **Gross** | **$115,000,000** | **$0** |
| Executive and House retain current-year funding of $115.0 million based on estimated federal aid available under public airport assistance program established under Division J of IIJA. | Federal | 115,000,000 | 0 |
| | GF/GP | $0 | $0 |
| ***35. Detroit Metropolitan Wayne County Airport*** | **Gross** | **$13,020,000** | **$0** |
| Executive reduces state restricted Qualified Airport Fund (QAF) support by $6.6 million to reflect revenue estimates. The FY 2025-26 QAF appropriation was $6.6 million in excess of revenue estimates. House uses $6.6 million QAF, transferred from CTF in Sec. 722, to hold the appropriation unchanged from current year. The QAF was established through 2015 amendments to the State Aeronautics Code. | Restricted | 13,020,000 | 0 |
| | GF/GP | $0 | $0 |
| ***36. Removal of FY 2025-26 One-Time Appropriations*** | **Gross** | **$28,828,800** | **($28,828,800)** |
| Executive and House remove $28.8 million Gross ($0.0 million GF/GP) of one-time funding that was included in the FY 2025-26 budget to support the following:<br>• Maritime and Port Fund, ($5.3 million CTF)<br>• Railroad Heritage Preservation, ($5.3 million CTF)<br>• Non-motorized Trails, ($5.3 million CTF)<br>• State Aeronautics Fund transfer ($5.3 million CTF)<br>• Road Usage Charge Study and Pilot ($7.7 million MTF) | Restricted | 28,828,800 | (28,828,800) |
| | GF/GP | $0 | $0 |

| Major Budget Changes from FY 2025-26 Year-to-Date (YTD) Appropriations | | FY 2025-26 YTD (as of 2/11/26) | House Change from YTD |
|---|---|---|---|
| ***37. Coloma Salt Shed and Maintenance Facility (One-Time)*** | **Gross** | **$0** | **$0** |
| Executive Includes $5.2 million STF (one-time) to rebuild salt shed and maintenance facility in Coloma. House does not include. | Restricted | 0 | 0 |
| | GF/GP | $0 | $0 |
| ***38. Other Maintenance Facilities (One-Time)*** | **Gross** | **$0** | **$0** |
| Executive includes $5.6 million STF (one-time) for capital maintenance and repairs to maintenance facilities. House does not include. | Restricted | 0 | 0 |
| | GF/GP | $0 | $0 |
| ***39. Great Lakes Tunnel Project – Phase II Oversight (One-Time)*** | **Gross** | **$0** | **$0** |
| Executive includes $4.1 million (one-time) from the state restricted Michigan Infrastructure Fund for continued planning and construction oversight of the Great Lakes Tunnel project authorized under 2018 PA 359. House does not include. | Restricted | 0 | 0 |
| | GF/GP | $0 | $0 |
| ***40. Rail Freight/Rail Economic Development (One-Time)*** | **Gross** | **$0** | **$23,000,000** |
| House includes $23.0 million CTF (one-time) for a rail freight/rail economic development grant program defined in boilerplate section 1001. | Restricted | 0 | 23,000,000 |
| | GF/GP | $0 | $0 |
| ***41. Grants to Commercial Service Airports (One-Time)*** | **Gross** | **$0** | **$16,781,500** |
| House includes $16.8 million CTF (one-time) for a grant program targeted at commercial service airports with fewer than 5.0 million enplanements, defined in boilerplate section 1002. | Restricted | 0 | 16,781,500 |
| | GF/GP | $0 | $0 |
| ***42. Maritime and Port Facility Assistance Program*** | **Gross** | **$0** | **$22,000,000** |
| House includes $22.0 million CTF (one-time) the Maritime and Port Facility Assistance Program. | Restricted | 0 | 22,000,000 |
| | GF/GP | $0 | $0 |
| ***43. Economic Adjustments*** | **Gross** | **NA** | **$6,470,800** |
| Executive budget reflects increased costs of $6.5 million Gross ($0.0 GF/GP) for negotiated salary and wage increases (3.0% on October 1, 2026), actuarially required retirement contributions, worker's compensation, building occupancy charges, rent, and other economic adjustments. House concurs with Executive with respect to total funding but includes as a single departmentwide economic adjustments line. | IDG/IDT | NA | 57,800 |
| | Federal | NA | 163,200 |
| | Restricted | NA | 6,249,800 |
| | GF/GP | NA | $0 |
| ***44. Employees by Status*** | **Gross** | **NA** | **$0** |
| House includes the estimated number of full-time, limited-term, noncareer/per diem, part-time, permanent-intermittent, and seasonal people employed by the department. Estimates were obtained from the Forty-Sixth Annual Workforce Report published by the Civil Service commission and are as follows:<br>• Full-time employees – 2,668.0<br>• Limited-term employees – 58.8<br>• Noncareer/per diem employees – 81.0<br>• Part-time employees – 1.0<br>• Permanent-intermittent employees – 52.0<br>• Seasonal employees – 31.0 | GF/GP | NA | $0 |

## Major Boilerplate Changes from FY 2025-26

***[Except as otherwise noted, the section numbers are as shown in current year appropriations act; new section numbers in House bill are shown after description of boilerplate change.]***

***Sec. 206. Communication with the Legislature*** **–RETAINED**

Prohibits department from taking disciplinary action against department employees for communicating with members of the legislature or legislative staff unless the communication is prohibited by law and the department is exercising its authority as provided by law. Executive deletes. House retains, renumbered as Sec. 221. (*The Governor had previously indicated this section was unenforceable*.)

**Major Boilerplate Changes from FY 2025-26**

***Sec. 207. Out-of-State Travel* – REVISED**
Requires department to report on out-of-state travel expenses in the previous fiscal year that were funded in whole or in part with state appropriations; requires the report to include dates of each travel occurrence and details on sources of revenues used to finance transportation costs. Executive retains. House revises to add requirement to report on destination of each travel occurrence, including the specific name of events or meetings attended; renumbers as Sec. 211.

***Sec. 210. Contingency Authorization* – REVISED**
Authorizes up to $500.0 million in federal, $40.0 million in state restricted, $1.0 million in local, and $11.0 million in private contingency authorization; authorizes expenditure of funds after legislative transfer to specific line items in accordance with the Management and Budget Act. Executive retains. House revises to reduce federal contingency authorization to $40.0 million, state restricted to $5.0 million, and $1.0 million each for local and private contingency authorization; renumbers as Sec. 216.

***Sec. 212. Restricted Fund Report* – RETAINED**
Section that requires the department to work with the State Budget Office to provide a report on restricted fund revenues, expenditures, and fund balances. [This report is currently included in the annual budget presentation.] Executive deletes. House retains; renumbers as Sec. 209.

***Sec. 213. Access to Government Services* – DELETED**
Prohibits appropriations from being used to restrict or impede a marginalized community's access to government resources, programs, or facilities; requires local governments to report on actions that attempt to restrict or interfere with duties of local health officers. Executive retains. House deletes.

***Sec. 214. Geographically Disadvantaged Business Enterprises Compete for Contracts* – DELETED**
Requires department director, to the extent possible, to take all reasonable steps to ensure geographically disadvantaged business enterprises compete for and perform contracts; requires department director to strongly encourage firms with which department contracts to subcontract with certified geographically disadvantaged business enterprises. Executive retains. House deletes.

***Sec. 215. FTE Positions* – REVISED**
Requires department to report on the number of FTE positions in pay status by civil service classification, including a comparison by line item of the number of full-time positions authorized and the actual number of people employed. Executive retains. House revises to include reporting on employees in full-time, part-time, permanent-intermittent, limited-term, seasonal, worker's compensation, noncareer/per diem, job share, and special personal services/contractual statuses and the number of overtime hours worked by employees by classifications; renumbered as Sec. 212.

***Sec. 218 (House Bill). Expending Available Work Project Authorization* – NEW**
Prohibits, to the extent possible, expenditures from appropriations that have unexpended work project authorization until all existing work project authorization for the same purpose is exhausted. House includes new language.

***Sec. 219. Retention of Reports* – REVISED**
Requires department to follow federal and state law and guidelines for short- and long-term retention of records; authorizes department to electronically retain copies of reports unless otherwise required by federal and state guidelines. Executive deletes. House revises to require department to electronically retain copies unless otherwise required by federal and state guidelines, renumbers as Sec. 206.

***Sec. 226. Prioritizing In-Person Work* – REVISED**
Requires department to maximize utilization of its in-person workforce, prioritize occupancy utilization, and ensure occupancy rates are 80% or higher. Executive retains. House revises to require biannual reports on remote work policies by division, building occupancy rates by address, whether buildings are state-owned or leased, and aggregate badge scanning information by employee; defines occupancy as the actual number of employees physically present in a workplace; renumbers as Sec. 222.

***Sec. 228. E-Verify Requirement* – REVISED**
Requires department to require contractors and subcontractors to use the E-Verify system to verify that all persons hired during the contract term are legally present and authorized to work in the United States; authorizes department to verify the information directly or to receive certification from the contractor; requires department to submit a report describing the processes it develops and implements; defines E-Verify. Executive deletes. House revises to prohibit department from contracting with foreign entities that are known or suspected enemies of the Unites States or known foreign adversaries; lists known foreign adversaries; renumbers as Sec. 223. (*The Governor had previously indicated this section was unenforceable*.)

**Major Boilerplate Changes from FY 2025-26**

***Sec. 229. Impact of Federal Policy Changes*** **– DELETED**
Requires department to report on federal policy changes that are expected to affect department operations, affect groups the department engages with, or create a regulatory gap. Executive revises to require reporting on significant federal policy changes that significantly impact department operations. House deletes.

***Sec. 234. Legacy Costs*** **– REVISED**
Identifies estimated legacy costs funded from FY 2025-26 appropriations. Executive deletes. House revises to update fiscal year and dollar amounts as follows: $34.7 million pension-related legacy costs; $0 health care-related costs; renumbers as Sec. 217.

***Sec. 235. Annual Strategic Plan/Scorecard Key Metrics*** **– REVISED**
Requires department to provide a copy of its annual strategic plan which must include the mission, vision, goals, strategies, and performance measures of the department. Executive deletes. House revises to require a department scorecard that identifies, tracks, and updates on a quarterly basis, key metrics; renumbers as Sec. 214.

***Sec. 236. State Obligations*** **– REVISED**
Requires department to report on any court settlement that may require further legislative review of state statutory programs or regulations. Executive deletes. House revises to prohibit appropriations from being used to pay for a state obligation that exceeds $200,000 for a court-approved judgment, settlement, award, or claim, without prior legislative approval; requires notification to be given if a state obligation for a court-approved judgment, settlement, award, or claim results in a change from current statute; renumbers as Sec. 215.

***Sec. 237. Private and Third-Party Funds*** **– RETAINED**
Requires department to disclose on a publicly accessible website private and other third-party funds received in the previous fiscal year, including the amount and specific source of funding, the purpose for which funding was expended, and the amount of any remaining funds. Executive deletes. House retains with minor nonsubstantive change; renumbers as Sec. 210.

***Sec. 225. Severance Pay*** **– NEW**
Requires department to report on any amounts of severance pay agreed to for a department director, deputy director, or other high-ranking department official; requires report to include name of official and amount of severance pay; requires report on total amount of severance pay remitted and total number of former employees that were remitted severance pay during prior fiscal year; defines "severance pay" to mean compensation that is both payable or paid upon the termination of employment and in addition to either wages or benefits earned during the course of employment or generally applicable retirement benefits. House includes new language.

***Sec. 226. U.S. Citizenship*** **– NEW**
Prohibits state or federal appropriations from being used to provide services, grants, or programming to non-citizens, unless the individuals are qualified aliens as that term is defined under 8 USC section 1641, and unless expenditures are for the purpose of detaining non-citizens. House includes new language.

***Sec. 227. Diversity, Equity, and Inclusion*** **– NEW**
Prohibits state funds from being used for diversity, equity, and inclusion initiatives or programs. House includes new language.

***Sec. 228. Precontract Risk Assessment*** **– NEW**
Requires department to use the same precontract risk assessment program utilized by DTMB to evaluate contractor financial compliance, security risks, and insurance requirements prior to contract execution. House includes new language.

***Sec. 309. Pavement Marking Material*** **– RETAINED**
Executive deletes section that establishes specific criteria for procurement of pavement marking materials. House retains.

***Sec. 312. Property Management*** **–RETAINED**
Executive deletes reporting requirement on the utilization of department properties, including, but not limited to, salt storage facilities, garages, and regional offices. House retains.

***Sec. 388. I-375 Project Prohibition*** **–RETAINED**
Executive deletes section prohibiting the department from spending funds appropriated in part 1 in support of a federal aid grant for an I-375 project in Detroit. House retains. *(The State Budget Office indicates that this section is unenforceable as a violation of the separation of powers provisions of the Michigan Constitution.)*

***Sec. 389. Long-Term Obligations*** **–RETAINED**
Executive deletes reporting requirement related to long-term agreements that obligate the department to make future payments of over $10.0 million for five or more years. House retains.

**Major Boilerplate Changes from FY 2025-26**

***Sec. 502. Movable Bridge Fund* – NEW**
Executive authorizes carryforward of the unencumbered and unexpended balance in the Movable Bridge Fund for uses in local agency bridge inspection program. House concurs with Executive.

***Sec. 651. Neighborhood Roads Fund* – NEW**
Executive requires that funds from the Neighborhood Roads Fund be distributed and appropriated to the Local Grade Separation Fund, Comprehensive Transportation Fund, Infrastructure Projects Authority Fund, and the State Trunkline Fund, in accordance with this part and part 1 and section 13c of 1951 PA 51. House concurs with Executive.

***Sec. 652. Neighborhood Roads Fund* – NEW**
Executive indicates that at the close of the fiscal year, any unencumbered and unexpended balance in the neighborhood roads fund not previously allocated under sections (a) through (e) of section 13c(5) of 1951 PA 51 remains in the Neighborhood Roads Fund and carries forward and is appropriated to local road agencies and the State Trunkline Fund according to section 13c(5) of 1951 PA 51. House concurs with Executive.

***Sec. 705. Rail Abandonment Notice* – RETAINED**
Executive deletes section that requires MDOT to notify legislature when railroad companies file for abandonment of lines. House retains.

***Sec. 706. Detroit Wayne County Port Authority – Operating Assessment/Financial Disclosure* – NEW**
Establishes new reporting requirement; report due June 30, 2027. House includes new language.

***Sec. 707. Rail Strategic Plan* – RETAINED**
Executive deletes section that required the department to report on a five-year rail strategic plan and that also earmarked $20.0 million for rail-related economic and rail freight system preservation projects. House retains.

***Sec. 719. Park and Ride Access by Public Transit Vehicles* – NEW**
Requires department to allow access to department-owned Park and Ride facilities by public transit agency owned vehicles for the purposes of passenger boarding and disembarking from public transportation vehicles. House includes new language.

***Sec. 720. Farebox Recovery Intent Language* – DELETED**
Executive and House delete section that indicates legislative intent that transit agencies strive to achieve at least 6% farebox recovery.

***Sec. 721. Maritime and Port Facility Fund* – REVISED**
House revises to direct that part 1 appropriations from the Maritime and Port Facility Assistance Fund be used for grants as provided under 159 PA 2022, with priority given to projects authorized under Section (5)(1) of that act, specifically: subdivision (c), matching federal funding opportunities; subdivision (d), dredging waterways and harbors; subdivision (e); repairing seawalls.

***Sec. 722. CTF transfer to SAF and QAF* – NEW**
House includes new section that provides for the transfer of $$7.7 million from the CTF to the state aeronautics fund, and $6.6 million from the CTF to the Qualified Airport Fund.

***Sec. 802. Air Service Prioritization* – RETAINED**
Executive deletes section that establishes priority use of the air service appropriation, including for the department to re-establish and maintain air service between Marquette and Lansing with priority service for emergencies, routine travel for elected state officials, and other uses. House retains, *(The State Budget Office has indicated that this appropriation is considered unenforceable as a violation of Article 4, Section 25, of the Michigan Constitution, which prohibits the amendment of another public act by reference.)*

***Sec. 1001. Rail Freight Economic Development Grants (CTF)* – NEW**
House includes new section that directs that the part 1 appropriation for rail freight economic development must be used for grants in support of rail freight and rail freight economic development programs in this state.

***Sec. 1002. Commercial Service Airports (CTF)* – NEW**
House includes new section that directs that the part 1 appropriation Grants to commercial service airports must be used for grants for capital improvements at commercial service airports in this state with fewer than five million enplanements each year.