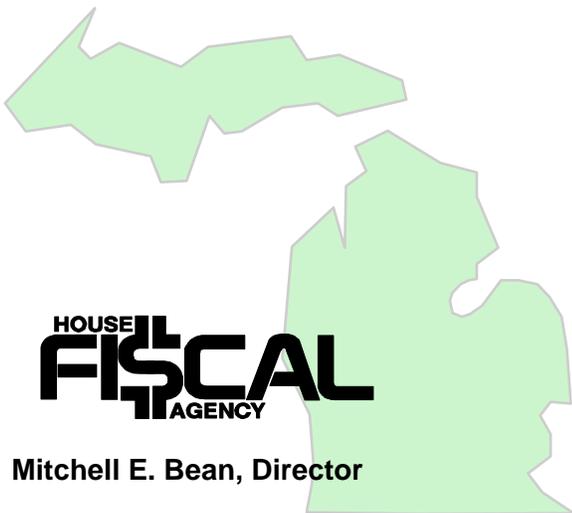


LINE ITEM AND BOILERPLATE SUMMARY

TRANSPORTATION

**Fiscal Year 2004-05
Public Act 361 of 2004
House Bill 5528**

As Enacted



Mitchell E. Bean, Director

November 2004

Prepared and Compiled by:

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November 2004

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2004-05 appropriation acts. Each **Summary** contains line-by-line detail, including the amount and purpose of each appropriation line and information regarding related boilerplate sections, for a specific appropriation act. Following the line item detail, a brief explanation of each boilerplate section in the appropriations bill is provided.

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.

If you would like to obtain a Line Item Summary for a particular budget area, please contact Jeanne Dee, Administrative Assistant, at 373-8080.

TABLE OF CONTENTS

REVENUE SOURCES	1
MICHIGAN DEPARTMENT OF TRANSPORTATION	3
Debt Service.....	4
Interdepartment And Statutory Contracts.....	6
Executive Direction	9
Business Support	10
Information Technology.....	12
Finance, Contracts and Support Services	13
Transportation Planning	15
Design and Engineering Services	17
Highway Maintenance	19
Road and Bridge Programs.....	20
Blue Water Bridge	22
Transportation Economic Development Fund.....	23
Aeronautics Services	25
Public Transportation and Freight Services	26
Bus Transit Division: Statutory Operating	27
Intercity Passenger And Freight.....	28
Public Transportation Development	30
BOILERPLATE SECTION INFORMATION	32

GLOSSARY

Frequently-Used State Budget Terms

Adjusted Gross

Total net amount of all line item gross appropriations less (or minus) interdepartmental grants (IDGs) and intradepartmental transfers (IDTs)

Boilerplate

Specific language sections contained in an appropriations act which direct, limit or restrict line item expenditures, and/or require reports

Budget Stabilization Fund (BSF)

The countercyclical economic and budget stabilization fund—also known as the "rainy day" fund

Federal Revenues

Federal grant or matchable revenues dedicated to specific programs

General Fund/General Purpose (GF/GP)

The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues

Gross Appropriations (Gross)

The total of all applicable line item spending authorizations

Interdepartmental Grant (IDG)

Revenue or funds received by one state department from another state department (usually for a service the receiving department provides)

Intradepartmental Transfer (IDT)

Transfers or funds being provided from one appropriation unit to another in the same department

Lapses

Unspent/unobligated funds remaining in line item accounts at the end of the fiscal year

Line Items

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

Local Revenue

Revenues from local units of government

State Restricted (Restricted Funds)

State revenue dedicated to a specific fund; revenue which results from state mandates or initiatives; used for used for specific programs pursuant to the Constitution or statute

Private Funds

Revenues from non-government entities such as rents, royalties or interest payments, payments from hospitals, payments from individuals, and gifts and bequests

School Aid Fund (SAF)

The primary funding source for K-12 schools and Intermediate School Districts (ISDs)

In the Transportation budget SAF means State Aeronautics Fund,

Work Project

An account established to allow for certain specific unspent funds to be carried over from one fiscal year to a succeeding fiscal year or years

REVENUE SOURCES

The following provides a brief description of the major revenue sources identified in the transportation appropriation bill.

FEDERAL REVENUES

The Transportation Equity Act for the 21st Century (TEA-21), signed into law on June 9, 1998, authorized federal funding of highway, transit, and other surface transportation programs for fiscal years (FYs) 1997-98 through 2002-03. Although TEA-21 expired in September 2003, as of September 2004 Congress had not yet passed a long-term reauthorization. Congress has passed several short-term extensions.

Funding for most TEA-21 programs is authorized or allocated to state departments of transportation. Michigan's FY 2004-05 transportation budget is based on best estimates of federal funding under TEA-21 reauthorization. Federal funds are granted primarily 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).

DOT-FHWA

Funds administered by the Federal Highway Administration for highway construction, planning, and research. These funds are distributed to states for projects under various TEA-21 program categories including Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge Rehabilitation and Replacement, and Congestion Mitigation and Air Quality Improvement.

DOT-FTA

Funds administered by the Federal Transit Administration for public transportation—primarily transit—programs.

DOT-FRA

Funds administered by the Federal Railroad Administration for rail passenger and high speed rail programs.

STATE RESTRICTED REVENUES

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

MICHIGAN TRANSPORTATION FUND (MTF)

The main collection/distribution fund for state transportation revenue. Approximately 90% of all state-generated transportation revenue—primarily from the \$0.19 per gallon gasoline excise tax, diesel fuel taxes, and vehicle registration fees—is first credited to the MTF. Estimated MTF revenue for FY 2004-05 is approximately \$2.0 billion. Act 51 establishes the MTF and provides for formula distribution of the MTF between various programs/funds:

- To the State Trunkline Fund (STF) for construction and maintenance of the state trunkline system and for administration of the Michigan Department of Transportation.
- To 83 county road commissions for county roads.
- To 535 incorporated cities and villages for city and village streets.
- To the Comprehensive Transportation Fund (CTF) for public transportation programs.

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

STATE TRUNKLINE FUND (STF)

Established and governed by Act 51. The STF provides funding for the maintenance and construction of the state trunkline highway system, as well as administration of the Michigan Department of Transportation. Revenue is derived primarily from transfers from the MTF to the STF in accordance with Act 51 distribution formula.

COMPREHENSIVE TRANSPORTATION FUND (CTF)

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

STATE AERONAUTICS FUND (SAF)

Receives aviation fuel taxes, aircraft registration fees, and revenue from state-owned aircraft operations. SAF funds are dedicated to aviation development, safety regulation, and air service promotion under the State Aeronautics Code.

BLUE WATER BRIDGE FUND (BWBF)

A subsidiary fund of the STF created in FY 1993-94 to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge. Fund revenue is derived from bridge tolls and from the lease of state right of way by the duty-free store.

In FY 1994-95, through provisions of the Intermodal Surface Transportation Act of 1991 (ISTEA), the STF received federal funds to be loaned to the BWBF for construction of the second span of the Blue Water Bridge. Repayment of the \$45.0 million loan began in FY 1997-98. The loan must be repaid by 2025. Note that this is an internal loan between transportation funds and is not reflected in the *Debt service* appropriations unit.

ECONOMIC DEVELOPMENT FUND (EDF)

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

LOCAL BRIDGE FUND (LBF)

A fund established by a 2004 amendment to Act 51 (HB 5319) for a local bridge program. The purpose of this fund is to provide financial assistance to local highway authorities for the preservation, improvement, or reconstruction of existing bridges or for the construction of bridges to replace existing bridges in whole or part. Revenue is provided from an earmark of 1/4 cent of the gasoline excise tax (equal to approximately \$12.8 million), and from a \$5.0 million earmark of MTF revenue.

MICHIGAN DEPARTMENT OF TRANSPORTATION

The mission of the Michigan Department of Transportation (MDOT) is "Providing the highest quality transportation services for economic benefit and improved quality of life." Article IX, Section 9 of the Michigan Constitution, and 1951 PA 51 (Act 51), establish and define the major transportation programs, revenue sources, and funding allocations identified in this appropriation summary.

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	3,031.3	Full-time equated (FTE) positions in the state classified service.
Total full-time equated positions	3,037.3	Total number of all full-time equated positions (includes classified and unclassified). <i>Note: based on 2,088 hours for 1.0 FTE position</i>
GROSS APPROPRIATION	\$3,284,643,600 \$3,279,058,100	Total of all applicable line item appropriations.
Total interdepartmental grants and intradepartmental transfers	0	Total of all grants from other departments and transfer of funds.
ADJUSTED GROSS APPROPRIATIONS	\$3,284,643,600 \$3,279,058,100	Total net amount of all line item gross appropriations less (or minus) interdepartmental grants (IDGs) and intradepartmental transfers (IDTs).
Total federal revenues	1,132,701,200	Total federal grant or matchable revenues.
Total local revenues	5,800,000	Total revenues from local units of government.
Total private revenues	0	Total private grant revenues.
Total other state restricted revenues	2,146,142,400 2,140,556,900	State revenue dedicated to a specific fund (other than the General Fund) or revenue earmarked for a specific purpose.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

NOTE:

The Governor's vetoes of Sections 617, 621, 622, 623, 624, 625, 626, 633, 634 and 728 reduced gross appropriations and adjusted gross appropriations by \$5.6 million from the amounts authorized in the enrolled bill. The vetoes also reduced the related revenue sources. The strikeout amounts in this document represent the amounts as shown in the enrolled bill. The number below reflects the appropriation after the Governor's vetoes.

SECTION 102: DEBT SERVICE

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

State trunkline	\$114,271,800	Approximately \$32.1 million represents principal and interest payments on Build Michigan I and prior-year bonds or refunding bonds, the proceeds of which funded trunkline improvements. Line item includes \$16.5 million debt service on Build Michigan III bonds and \$44.0 million debt service on federal revenue anticipation (GARVEE) notes; line also includes \$21.6 million anticipated debt service on new bond issues.
		Funding Source(s): Federal 44,000,000 Restricted 70,271,800

Related Boilerplate Section(s): None

Economic development	16,804,800	Approximately \$10.0 million represents total principal and interest payments on 1989 bonds issued to fund category "A" and "B" road projects, and 1998 and 2002 refunding bonds. Line item also includes \$4.8 million debt service related to Build Michigan III bonds issued for TEDF projects, and \$2.0 million anticipated debt service on new bond issues. Payment is made from the EDF.
		Funding Source(s): Restricted 16,804,800

Related Boilerplate Section(s): None

Critical bridge	3,000,000	Act 51 distribution from the MTF for debt service on 1992 bonds used to finance critical bridge projects.
		Funding Source(s): Restricted 3,000,000

Related Boilerplate Section(s): None

Blue water bridge	2,506,900	Principal and interest payments on 1996 bonds used to finance Blue Water Bridge projects.
		Funding Source(s): Restricted 2,506,900

Related Boilerplate Section(s): None

Airport safety and protection plan	1,789,600	Debt service for CTF bonds the Department proposes to issue for airport improvement and security projects.
		Funding Source(s): Restricted 1,786,600

Related Boilerplate Section(s): 805

Comprehensive transportation	29,380,000	Principal and interest payments on bonds issued for public transportation purposes.
		Funding Source(s): Restricted 29,380,000

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$167,750,100	Total of all applicable line item appropriations.
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DOT-FHWA highway research, planning, and construction	44,000,000	Federal funds pledged by the Department for debt service on federal revenue anticipation (GARVEE) notes.
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Comprehensive transportation fund (CTF)	28,494,000	The CTF is the state restricted fund dedicated for public transportation purposes.
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Michigan transportation fund (MTF)	3,000,000	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State trunkline fund (STF)	70,271,800	The STF is the state restricted fund dedicated for state trunkline highway purposes.
Blue water bridge fund	2,506,900	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Economic development fund (EDF)	16,804,800	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
State aeronautics fund	2,672,600	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 103: INTERDEPARTMENT AND STATUTORY CONTRACTS

This appropriation unit provides funding to other state departments that provide services to state transportation funds and programs.

MTF grants to other state departments were affected by 2003 PA 152 (Senate Bill 554), and 2003 PA 151 (Senate Bill 539).

Note: In addition to the line item appropriations shown below, Section 708 of the General Government appropriations act 2004 PA 327 (HB 5517) authorizes the Department of Management and Budget to assess transportation funds for their proportionate share of MAIN accounting system costs.

MTF grant – department of environmental quality	\$958,200	Environmental impact assessment and reviews of road and bridge construction provided by Department of Environmental Quality's Land and Water Management Division. Funding Source(s): Restricted 958,200
<i>Related Boilerplate Section(s): 306, 504</i>		
MTF grant – department of state for collection of revenue and fees	20,000,000	Costs attributed to collection of transportation revenue from vehicle title and registration taxes processed by Department of State. Grant limited to \$20.0 million by Act 51 as amended by 2003 PA 151 (SB 539). Funding Source(s): Restricted 20,000,000
<i>Related Boilerplate Section(s): 306, 504</i>		
MTF grant – legislative auditor general	204,300	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 204,300
<i>Related Boilerplate Section(s): 306, 504</i>		
MTF grant – department of treasury	7,838,800	Costs associated with collection of motor fuel taxes; includes \$2.2 million in (mostly) one-time costs for improvements to motor fuel tax collection systems. Funding Source(s): Restricted 7,838,800
<i>Related Boilerplate Section(s): 306, 504</i>		
STF grant – department of attorney general	2,672,300	Legal services and litigation costs incurred by Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 2,672,300
<i>Related Boilerplate Section(s): 306, 504</i>		
STF grant – department of civil service	2,000,000	Civil service administrative expenses attributable to MDOT employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 2,000,000
<i>Related Boilerplate Section(s): 204, 306, 504</i>		
STF grant – department of management and budget	1,240,800	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the STF. Funding Source(s): Restricted 1,240,800
<i>Related Boilerplate Section(s): 306, 504</i>		

STF grant – department of state police	7,226,700	Motor Carrier Enforcement and transportation-related portion of Criminal Justice Data Center administered by Department of State Police. Funding Source(s): Restricted 7,226,700 <i>Related Boilerplate Section(s): 306, 504</i>
STF grant – department of history, arts, and libraries	129,600	Costs of record retention at state records center. Funding Source(s): Restricted 129,600 <i>Related Boilerplate Section(s): 306, 504</i>
STF grant – department of treasury	29,100	Investment activity costs attributable to STF monies managed by Department of Treasury. Funding Source(s): Restricted 29,100 <i>Related Boilerplate Section(s): 306, 504</i>
STF grant –legislative auditor general	474,600	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 474,600 <i>Related Boilerplate Section(s): 306, 504</i>
SAF grant – department of attorney general	127,100	Legal services and litigation costs incurred by Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 127,100 <i>Related Boilerplate Section(s): 306, 504</i>
SAF grant – department of civil service	50,000	Civil service administrative expenses attributable to employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 50,000 <i>Related Boilerplate Section(s): 204, 306, 504</i>
SAF grant – department of management and budget	34,400	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the SAF. Funding Source(s): Restricted 34,400 <i>Related Boilerplate Section(s): 306, 504</i>
SAF grant – department of history, arts, and libraries	3,500	Costs of record retention at state records center. Funding Source(s): Restricted 3,500 <i>Related Boilerplate Section(s): 306, 504</i>
SAF grant – department of treasury	62,500	Investment activity costs attributable to SAF monies managed by Department of Treasury. Funding Source(s): Restricted 62,500 <i>Related Boilerplate Section(s): 306, 504</i>
SAF grant – legislative auditor general	19,600	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 19,600 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant – department of attorney general	137,000	Legal services and litigation costs incurred by Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 137,000 <i>Related Boilerplate Section(s): 306, 504</i>

CTF grant – department of civil service	90,000	Civil service administrative expenses attributable to MDOT employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 90,000 <i>Related Boilerplate Section(s): 204, 306, 504</i>
CTF grant – department of management and budget	60,500	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the CTF. Funding Source(s): Restricted 60,500 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant – department of history, arts, and libraries	5,900	Costs of record retention at state records center. Funding Source(s): Restricted 5,900 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant – department of treasury	5,300	Investment activity costs attributable to CTF monies managed by Department of Treasury. Funding Source(s): Restricted 5,300 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant – legislative auditor general	25,200	Audit costs attributed to public transportation programs and funds. Funding Source(s): Restricted 25,200 <i>Related Boilerplate Section(s): 306, 504</i>
GROSS APPROPRIATION	\$43,395,400	Total of all applicable line item appropriations.
Comprehensive transportation fund	323,900	The CTF is the state restricted fund dedicated for public transportation purposes.
Michigan transportation fund	29,001,300	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State aeronautics fund	297,100	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund	13,773,100	The STF is the state restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 104: EXECUTIVE DIRECTION

This appropriation unit has responsibility for the administrative direction, decision making, leadership, and policy implementation necessary to accomplish the Department's mission. The Office of Commission Audits is also within this appropriation unit.

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not governed by the state civil service system.
Full-time equated classified positions	31.3	Full-time equated (FTE) positions governed by the civil service system.
Unclassified salaries	\$532,200	Salaries for six unclassified FTE positions: Director, Chief Deputy Director, Office of Communications Director, Office of Governmental Affairs Director, Bureau of Urban and Public Transportation Director (currently unfilled), and State Transportation Commission Advisor. Positions unrolled in the bill. Funding Source(s): Restricted 532,200
<i>Related Boilerplate Section(s): None</i>		
Asset management council	1,626,400	Funds data collection and related support for the Asset Management Council established by 2002 PA 499 (HB 5396). Staff support provided in Bureau of Planning appropriations unit. Funding Source(s): Restricted 1,626,400
<i>Related Boilerplate Section(s): None</i>		
Commission audit – 31.3 FTE positions	3,250,700	Office of Commission Audits is established in MDOT by Section 17a of Act 51 to conduct financial and performance audits; duties include audits of internal Department operations and audit activities directed at external organizations with whom MDOT contracts. Bill unrolls ine into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 3,250,700
<i>Related Boilerplate Section(s): 314</i>		
GROSS APPROPRIATION	\$5,409,300	Total of all applicable line item appropriations.
Michigan transportation fund	1,626,400	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State trunkline fund	3,782,900	The STF is the state restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 105: BUSINESS SUPPORT

Business Support provides executive and department-wide services through its Office of Equal Opportunity, Office of Communications, Office of Human Resources, Office of Governmental Affairs, Office of Economic Development, and executive support staff.

Full-time equated classified positions	58.5	Full time equated (FTE) positions in the state classified service.
Executive office – 9.5 FTE positions	\$1,118,100	Includes Chief Administrative Officer and Chief Operations Officer, and administrative support staff. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 1,118,100 <i>Related Boilerplate Section(s): None</i>
Communications – 12.0 FTE positions	1,237,500	Distributes information regarding Department activities to media, public, and employees; FTE position and salary of the unclassified director of this office are in Executive Direction appropriation unit. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 1,237,500 <i>Related Boilerplate Section(s): 374, 375, 381</i>
Governmental affairs – 3.0 FTE positions	351,200	Serves as legislative liaison for Department; FTE position and salary of the unclassified director of this office are in Executive Direction appropriation unit. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 351,200 <i>Related Boilerplate Section(s): None</i>
Human resources – 25.0 FTE positions	2,447,700	Includes salaries and other costs for Office of Human Resources. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 2,447,700 <i>Related Boilerplate Section(s): None</i>
Economic development administration – 9.0 FTE positions	867,500	Includes salaries and other costs for administering Transportation Economic Development Fund (TEDF) and Enhancement program; appropriations for TEDF and Enhancement programs are in a separate appropriation unit. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 867,500 <i>Related Boilerplate Section(s): None</i>
Property management	6,370,200	Reflects use charges paid to DMB property management for MDOT occupancy in state-owned buildings (Transportation Building, part of North Ottawa Building, and Secondary Complex buildings for Photo Lab, Testing and Research, and Central Warehouse) and rent paid for land or buildings leased by MDOT from private owners at various locations across the state. Funding Source(s): Restricted 6,370,200 <i>Related Boilerplate Section(s): None</i>

Human resources optimization user charges	177,200	Represents user costs of Human Resources call center. Funding Source(s): Restricted 177,200
<i>Related Boilerplate Section(s): None</i>		
Worker's compensation	3,001,000	Estimated cost of worker's compensation insurance. Funding Source(s): Restricted 3,001,000
<i>Related Boilerplate Section(s): None</i>		
GROSS APPROPRIATION	\$15,570,400	Total of all applicable line item appropriations.
Comprehensive transportation fund	1,336,200	Restricted funds support a share of business support services provided to public transportation programs.
Economic development fund (EDF)	500,700	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
State aeronautics fund	556,100	Restricted funds support a share of business support services provided to the Bureau of Aeronautics.
State trunkline fund	13,177,400	State restricted fund dedicated for state trunkline highways; used in this appropriation unit to support a share of departmental costs of business support services.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 106: INFORMATION TECHNOLOGY

This appropriations unit gives the Department authority to reimburse the Department of Information Technology for information technology services and projects.

Information technology services and projects	\$26,804,800	Reimburses Department of Information Technology for information technology services and projects.
		Funding Source(s): Federal 555,100 Restricted 26,249,700

Related Boilerplate Section(s): 259

GROSS APPROPRIATION	\$26,804,800	Total of all applicable line item appropriations.
DOT-FHWA, highway research, planning, and construction	555,100	Federal funds available for some information technology applications.
Blue water bridge fund	45,100	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund	224,900	The CTF is the state restricted fund dedicated for public transportation purposes.
Economic development fund	37,100	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund	236,200	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State aeronautics fund	138,100	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund	25,568,300	The STF is the state restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 107: FINANCE, CONTRACTS, AND SUPPORT SERVICES

This appropriation unit provides long-range financial planning, budgetary control, contract administration, technical services, and management support services for the Department.

Full-time equated classified positions	255.5	Full-time equated (FTE) positions in the state classified service
Financial operations – 82.0 FTE positions	\$7,067,700	Exercises budgetary and accounting control for all financial operations, prepares financial reports and statements, accounts for local federal aid projects administered by department; Act 51 function in this division calculates, monitors, and reports MTF monies distributed to local units of government. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 7,067,700 <i>Related Boilerplate Section(s): None</i>
Contract services – 34.1 FTE positions	2,782,000	Manages purchasing and contracting activities for Department, including prequalifications, bid letting, and processing pay estimates for construction contracts. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 2,782,000 <i>Related Boilerplate Section(s): None</i>
Technical and support services – 72.4 FTE positions	8,126,800	Provides various technical and logistical services to Department including: telecommunications; specialized photographic, mapping, and graphic art design services; engineering and other document reproduction; facilities management; mail room; and rapid copy. Produces the official State Transportation Map; includes Office of Equal Opportunity which administers Department's Civil Rights Program, including the Disadvantaged Business Enterprise (DBE) program; monitors for compliance with state and federal laws governing contracting practices. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 8,126,800 <i>Related Boilerplate Section(s): 334 (regarding MBE/DBE program)</i>
Performance excellence – 12.0 FTE positions	1,216,800	Provides internal MDOT employee training and development programs; oversees and directs Department's total quality and reengineering efforts. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 1,216,800 <i>Related Boilerplate Section(s): None</i>
Welcome center operations – 55.0 FTE positions	4,334,000	Operates 13 Welcome Centers at various locations across the state. Department contracts all Welcome Center operations with Michigan Department of Labor and Economic Growth; no MDOT employees have been assigned to this program. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 4,334,000 <i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$23,527,300	Total of all applicable line item appropriations.

Michigan transportation fund	1,363,300	MTF funding supports a portion of this unit's costs related to statewide technical services and costs associated with administering the Act 51 distributions to local units of government.
State trunkline fund	22,164,000	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 108: TRANSPORTATION PLANNING

The Bureau of Transportation Planning implements the Department's ongoing planning process that results in investment recommendations for transportation programs and projects based on social, economic, environmental, user demand, infrastructure condition, and financial resource concerns. A number of the state planning activities conducted by the Bureau are mandated by federal law governing federal aid transportation programs.

Full-time equated classified positions	172.0	Full-time equated (FTE) positions in the state classified service.
Statewide planning services – 119.0 FTE positions	\$11,814,900	<p>Coordinates overall policy implementation; provides executive direction including contract administration, budget, information systems, and office management.</p> <p>Prepares State Transportation Improvement Program (STIP) in accordance with federal (TEA-21) planning requirements; provides revenue analysis; administers Capital Outlay Program for state trunklines; operates and maintains Transportation Management System (TMS) and statewide Geographic Information Systems (GIS); coordinates development of performance based asset management strategies (including pavement and bridge) for the state's transportation systems; coordinates urban highway planning.</p> <p>Prepares Department's State Long Range Plan (SLRP); assists in developing Department policies specifically related to passenger and freight transportation, the environment, international trade and border crossings, and Intelligent Transportation Systems. Bill unrolls this line into salary and fringe benefits, travel, and other operational expenses.</p> <p style="text-align: right;">Funding Source(s): Federal 6,856,100 Restricted 4,958,800</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 379</i></p>
Data collection services – 53.0 FTE positions	5,907,100	<p>Coordinates planning and engineering staff and equipment for field operations, systems monitoring, condition assessment, and travel information collection; provides travel demand analysis and supports comprehensive passenger and freight transportation planning; supports Asset Management Council. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses.</p> <p style="text-align: right;">Funding Source(s): Federal 3,706,500 Restricted 2,200,600</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Specialized planning services and local studies PARTIAL VETO	9,023,900 8,973,900	<p>Provides social, economic, and environmental analysis; oversees environmental compliance and mitigation; coordinates, monitors, and assists in developing statewide capacity improvement and new road projects; completes project level traffic analysis for all trunkline road and bridge projects. The Governor's vetoes of Section 625 reduced this line item by \$50,000 from the amount in the enrolled bill.</p> <p style="text-align: right;">Funding Source(s): Federal 2,021,200 Restricted 6,952,700</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>

Grants to regional planning councils	488,800	Provides grant funds for regional planning agencies. Services provided include data collection and analysis, assistance in public involvement, and coordination between agencies. Grant is included as a state payment to local units of government in Section 201 of the bill. Funding Source(s): Restricted 488,800
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$27,184,700	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	17,000,000	These funds, designated for statewide planning activities, are derived from a 2% set-aside of certain TEA-21 programs.
State aeronautics fund	261,900	Restricted funds that support the aviation component of state transportation planning.
Comprehensive transportation fund	1,260,300	Restricted funds that support the public transportation components of statewide transportation planning.
Michigan transportation fund	6,838,800 6,788,800	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds in this unit support statewide planning activities.
State trunkline fund	1,873,700	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 109: DESIGN AND ENGINEERING SERVICES

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

Full-time equated classified positions	1,531.4	Full-time equated (FTE) positions in the state classified service.
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Engineering services - 803.7 FTE positions	\$47,696,200	Funds salaries and other costs related to construction, testing, and traffic and safety functions for Lansing central office and seven MDOT regions: <u>Engineering supervision and management oversight</u> of state highway and bridge reconstruction and improvement projects. <u>Materials sampling and testing</u> and determining specifications related to highway design, construction, and maintenance. <u>Design services</u> , including geotechnical analysis (soil testing services), and environmental investigation and remediation services, development of construction specifications, consultant management, and bridge plan review. <u>Maintains</u> Department's Pavement Management and Bridge Management systems. Performs life-cycle cost analysis, traffic studies, traffic signal upgrading or modernization, traffic signing and pavement marking, safety programs, geometric design development and review, and traffic engineering data collection and support services. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Due to bill drafting error, subtotal amount shown in the bill is incorrect; correct total should be \$47,696,200.
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Funding Source(s):	Federal	7,000,000
	Restricted	40,696,200

Related Boilerplate Section(s): None

Program services – 727.7 FTE positions	36,103,700	Salaries and other costs related to highway development functions for Lansing central office and seven MDOT regions. <u>Executive/Administrative</u> : Oversees operation and administration of Bureau of Highways. <u>Design</u> : Prepares land surveys, highway route location studies, and design plans for all trunkline roads, bridges, and appurtenances; Local Agency Programs Unit acts as fiscal, programmatic, and administrative agent for federally-funded local road projects. <u>Real Estate</u> : Right-of-way appraisal, acquisition, relocation, clearance, and property management functions; Utilities and Permits Section coordinates utility relocation activities on construction projects and controls use of right-of-way through the permit process. Unit also funds: <u>Attorney General–Transportation Division</u> acts as legal counsel to Department; work involves construction contract issues, right-of-way condemnation, environmental law, and other legal matters. <u>Attorney General – Highway Negligence Litigation Division</u> defends Department in tort litigation and works to recover reimbursement from motorists for damages to highway features. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Due to bill drafting error, subtotal amount shown in bill is incorrect; correct total should be \$36,103,700.
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Funding Source(s):	Restricted	36,103,700
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$83,799,900	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	7,000,000	Federal funds that support Engineering Operations for materials and technology quality control and assurance testing.
Michigan transportation fund	4,711,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds in this unit support engineering oversight, technical assistance, and coordination related to state and federal funds provided to counties, cities, and villages.
State trunkline fund	72,088,500	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 110: HIGHWAY MAINTENANCE

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

Full-time equated classified positions	817.6	Full-time equated (FTE) positions in the state classified service.
State trunkline operations – 817.6 FTE positions	\$118,379,000	Funds labor, material, equipment, and other costs of state trunkline routine and heavy maintenance performed primarily by state crews. Work includes pavement maintenance, bridge maintenance, roadside mowing, and winter snow removal. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 118,379,000 <i>Related Boilerplate Section(s): 207, 319, 610</i>
Contract operations	135,347,100	Funds state trunkline maintenance activities performed, under contract, primarily by some county road commissions and municipalities. Funding Source(s): Restricted 135,347,100 <i>Related Boilerplate Section(s): 207, 319, 610</i>
GROSS APPROPRIATION	\$253,726,100	Total of all applicable line item appropriations.
State trunkline fund	253,726,100	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 111: ROAD AND BRIDGE PROGRAMS

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

State trunkline and federal aid and road and bridge construction PARTIAL VETO	4,012,259,300 \$1,007,573,800	Represents state trunkline road and bridge construction program. Court judgments and settlements of highway negligence lawsuits are also charged to this line. Governor's vetoes of Sections 614, 615, 616, 617, 618, 619, 620, and 621 reduced this line by \$5.3 million from amount in enrolled bill. Funding Source(s): Federal 746,943,100 Local 5,000,000 Restricted 255,630,700
<i>Related Boilerplate Section(s): 307, 308, 401, 402, 601, 612</i>		
Local federal aid and road and bridge construction	256,903,000	Federal aid allocated to local road agencies (county road commissions, cities, and villages) for local road and bridge construction projects. Act 51 requires that an average of 25% of federal aid, excluding certain specific programs, be allocated to local road agencies. Funding Source(s): Federal 256,903,000
<i>Related Boilerplate Section(s): 308, 357, 401, 402</i>		
Grants to local programs	33,000,000	Act 51 allocation to the Local Program Fund; funds are 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>		
Rail grade crossing	3,000,000	Act 51 allocation for rail grade crossing program. Funding Source(s): Restricted 3,000,000
<i>Related Boilerplate Section(s): 719</i>		
Local bridge fund	18,539,500	Act 51 allocation to Local Bridge Fund; used to repair or replace local bridges. Funding Source(s): Restricted 18,539,500
<i>Related Boilerplate Section(s): 503</i>		
County road commissions PARTIAL VETO	634,447,600 634,247,600	Act 51 allocation of 39.1% of net MTF revenues. Amounts to specific counties are distributed by formula according to miles of urban, primary, and local roads; tax receipts from vehicle registrations; and population. Governor's veto of Section 624 reduced this line by \$200,000 from amount in the enrolled bill. Funding Source(s): Restricted 634,247,600
<i>Related Boilerplate Section(s): 303, 502</i>		

Cities and villages	353,733,000	Act 51 allocation of 21.8% of net MTF revenues. Amounts to specific municipalities are distributed by formula according to population, state trunkline mileage within the locality, major street mileage, and local street mileage. Governor's veto of Section 626 reduced this line by \$400,000 from amount in the enrolled bill.
PARTIAL VETO	353,333,000	Funding Source(s): Restricted 353,333,000
<i>Related Boilerplate Section(s): 303, 502</i>		
GROSS APPROPRIATION	\$2,311,882,400	Total of all applicable line item appropriations.
	\$2,306,596,900	
DOT-FHWA highway research, planning, and construction	1,003,846,100	Federal road construction grants from major TEA-21 categories such as National Highway System, Surface Transportation Program, Interstate Construction and Maintenance, Minimum Guarantee, etc.
Local funds	5,000,000	City or village cost participation in opening, widening, or improving state trunkline highways as required by Act 51.
Blue water bridge fund	3,000,000	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance and operating costs of the Blue Water Bridge.
Local bridge fund	18,539,500	Fund established by a 2004 amendment to Act 51 (HB 5319) for a local bridge program. Revenue derived from an earmark of 1/4 cent of the gasoline excise tax and from a \$5.0 million earmark of MTF revenue.
Michigan transportation fund	1,023,430,600 1,022,830,600	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds are allocated by Act 51 to the local program fund, rail grade crossing account, critical bridge program, county road commissions, and cities and villages.
State trunkline fund	258,066,200 253,380,700	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 112: BLUE WATER BRIDGE

Full-time equated classified positions	35.0	Full-time equated (FTE) positions in the state classified service.
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Blue water bridge operations – 35.0 FTE positions	\$10,656,000	<p>Operating and maintenance costs for the twin-span Blue Water Bridge. In FY 1994-95, through provisions of the Intermodal Surface Transportation Act of 1991, the STF received federal funds to be loaned to the BWBF for construction of the second span of the Blue Water Bridge; repayment of the \$45.0 million loan began in FY 1997-98. Up to \$6.2 million for this loan repayment is also included in this line. Bill unrolls this line into salary and fringe benefits, travel, and other operational expenses.</p> <p style="text-align: right;">Funding Source(s): Restricted 10,656,000</p>
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$10,656,000	Total of all applicable line item appropriations.
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Blue water bridge fund	10,656,000	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
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GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.
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SECTION 113: TRANSPORTATION ECONOMIC DEVELOPMENT FUND

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

Forest roads	\$5,040,000	<p>Category E (forest roads) represents \$5.0 million statutory earmark to facilitate safe and efficient transport of forest raw materials; funding 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. Section 608 of the bill earmarked \$40,000 for construction of truck inspection stations in those same counties.</p> <p style="text-align: right;">Funding Source(s): Restricted 5,040,000</p>
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Related Boilerplate Section(s): 503, 608

Rural county urban system	2,500,000	<p>Category F represents 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 available by competitive grant to any eligible county, city, or village road agency.</p> <p style="text-align: right;">Funding Source(s): Restricted 2,500,000</p>
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Related Boilerplate Section(s): 503

Target industries – economic redevelopment	17,966,200	<p>Category A (Target Industries) receives a special \$3.5 million Act 51 earmark, plus 50% of the net TEDF balance after deduction of administrative costs, debt service, and category E and F amounts.; category is intended for road projects related to economic development projects which create or retain permanent jobs and which are related to seven specific 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 governmental agency: the Department, county road commissions, cities, and villages. This category is administered jointly by Department's Office of Economic Development and the Michigan Economic Development Corporation (MEDC).</p> <p style="text-align: right;">Funding Source(s): Restricted 17,966,200</p>
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Related Boilerplate Section(s): 503

Urban county congestion	7,233,100	<p>Category C (urban county congestion relief) receives 25% of the net TEDF balance after deduction of administrative costs, debt service, and category E and F amounts; funds are available to counties with populations greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent), and are allocated between these counties by formula based on population; funds may be used for road or transit projects related to urban congestion relief or advanced traffic management systems. Applications are reviewed by urban task forces. Although not shown in Part 1 of the bill, Category C also receives an Act 51 earmark of 15% of the Minimum Guarantee highway construction funds the state receives annually from federal TEA-21 grants; these funds are appropriated through boilerplate Section 503(3).</p> <p style="text-align: right;">Funding Source(s): Restricted 7,233,100</p>
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Related Boilerplate Section(s): 503

Rural county primary	7,233,100	<p>Category D (rural county primary roads) receives 25% of net TEDF balance after deduction of administrative costs, debt service, and category E and F amounts. County, city, or village road agencies in counties with populations of 400,000 or less are eligible to receive Category D funds to enhance the local primary road and major street systems that link communities to the state trunkline system; funds are allocated to regional task forces based on proportion of rural primary road mileage each region includes. Rural task forces identify specific projects to be funded within each region and submit the list of projects to Department. Although not shown in Part 1 of the bill, Category D also receives an Act 51 earmark of 16.5% of the Minimum Guarantee highway construction funds the state receives annually from federal TEA-21 grants; these funds are appropriated through boilerplate section 503(3).</p> <p style="text-align: right;">Funding Source(s): Restricted 7,233,100</p>
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Related Boilerplate Section(s): 503

GROSS APPROPRIATION	\$39,972,400	Total of all applicable line item appropriations.
Economic development fund	39,972,400	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth. Fund revenues come primarily from Act 51 earmarks of MTF revenue, and from a statutory earmark of drivers' license fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 114: AERONAUTICS SERVICES

The State Aeronautics Code gives the Michigan Aeronautics Commission general supervision over aeronautics in the state. The Aeronautics Services within the Bureau of Multi-modal Transportation Services provides overall administration and direction for state aviation programs. Program activities include promoting development of commercial passenger and freight services; supporting construction and improvement of airport facilities; and providing aeronautical services, educational efforts, and regulatory activities to ensure safe and efficient aviation within the state. Aeronautics airport improvement programs are funded in the Capital Outlay appropriation acts.

Full-time equated classified positions	56.0	Full-time equated (FTE) positions in the state classified service.
Airport improvement services – 30.0 FTE positions	\$2,809,200	Administers and provides project management for programming, planning, design, and construction of federal- and state-funded airport capital improvement projects throughout the state; airport improvement program projects are funded in Capital Outlay appropriation acts. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 2,809,200 <i>Related Boilerplate Section(s): 361, 380, 801</i>
Aviation services – 26.0 FTE positions	\$4,391,600	Supports the Aeronautics Commission; provides administrative services, fiscal coordination, and legislative liaison; funds one-half of salary of director of the Bureau of Multi-modal Transportation Services; administers the all-weather air navigation program. Air Transport Section in this program provides aircraft, pilots, and maintenance services to support bureau's airport inspection, safety and education, and airport development programs in the state; section also provides air transport services available to state agencies and personnel. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 4,391,600 <i>Related Boilerplate Section(s): 361, 380, 383, 801</i>
Air service program	1,000,000	Provides grant assistance to state's 19 commercial air service airports. Program focus is on smaller air service airports which are not eligible for federal aid; program has three grant categories: Capital Improvement and Equipment, Air Carrier Recruitment and Retention, and Airport Awareness. Funding Source(s): Restricted 1,000,000 <i>Related Boilerplate Section(s): 361, 380, 801</i>
GROSS APPROPRIATION	\$8,200,800	Total of all applicable line item appropriations.
State aeronautics fund	8,200,800	State restricted fund dedicated for aviation development, regulation, and promotion. Fund revenue is derived from aviation fuel taxes and licensing/registration fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 115: PUBLIC TRANSPORTATION AND FREIGHT SERVICES

This appropriations unit within the Bureau of Multi-modal Transportation Services administers and promotes Michigan's comprehensive public transportation programs and rail safety program. Note: In 2002, this unit was combined with the Bureau of Aeronautics into a single Bureau of Multi-modal Transportation Services.

Full-time equated classified positions	74.0	Full-time equated (FTE) positions in the state classified service.
Freight and safety services – 35.5 FTE positions	\$3,538,900	Coordinates rail freight services and facilities development and operates rail safety and inspection program; administers state and federal funds allocated to local railroad grade crossing improvement projects. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 3,538,900 <i>Related Boilerplate Section(s): 361, 380</i>
Passenger transportation services – 38.5 FTE positions	\$3,675,800	Coordinates financial and technical assistance to local transit and intercity passenger services and implements intercity bus and limousine safety regulations; rail passenger and public transportation information technology programs are also part of this program area. Line also funds planning, program development, and fiscal coordination for the program, and funds one-half the salary of the director of the Bureau of Multi-modal Transportation Services; FTE position and salary of the unclassified director of UPTRAN are in the Executive Direction unit; this position is currently unfilled. Bill unrolls line into salary and fringe benefits, travel, and other operational expenses. Funding Source(s): Restricted 3,675,800 <i>Related Boilerplate Section(s): 361, 380</i>
GROSS APPROPRIATION	\$7,214,700	Total of all applicable line item appropriations.
Comprehensive transportation fund	5,488,000	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund	1,726,700	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds are used in this appropriation unit to support the statewide Railroad Safety and Local Grade Crossing programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

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	\$161,680,000	Reimburses local transit systems for a portion of eligible operating expenses; Act 51 provides for reimbursement of up to 50% of eligible operating expense to transit systems in urbanized areas (population greater than 100,000) and reimbursement of up to 60% of eligible operating expense to transit systems in areas with populations of less than 100,000.
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Funding Source(s): Restricted 161,680,000

Related Boilerplate Section(s): 707, 714, 732, 734

Nonurban operating/capital	14,600,000	Provides spending authority for federal funds for local transit systems in nonurbanized areas of the state (under 50,000 in population); funds can be used for operating or capital expenses, although Michigan has used them primarily for operating assistance.
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Funding Source(s): Federal 14,400,000
 Local 200,000

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$176,280,000	Total of all applicable line item appropriations.
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DOT-Federal Transit Act	14,400,000	Federal transit grants designated for operating and capital assistance to nonurban transit systems authorized by Section 5311 of Title 49 USC as amended by TEA-21.
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Local funds	200,000	Local funding match for a portion of federal aid expenditures.
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Comprehensive Transportation Fund	161,680,000	State restricted fund dedicated for public transportation purposes.
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GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.
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SECTION 117: INTERCITY PASSENGER AND FREIGHT

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

Freight property management	\$1,000,000	Funds leases, taxes, insurance, maintenance and repair, and railbanking activities for approximately 700 miles of state-owned rail facilities. Funding Source(s): Restricted 1,000,000
<i>Related Boilerplate Section(s): None</i>		
Detroit/Wayne county port authority	500,000	Provides operating assistance to Detroit/Wayne County Port Authority. Funding Source(s): Restricted 500,000
<i>Related Boilerplate Section(s): 706</i>		
Intercity bus equipment	2,500,000	Provides funds to purchase bus equipment for use by intercity carriers; use of the equipment is restricted to scheduled regular route services that originate at or are destined to points in Michigan and which would otherwise be under-served by public transportation; revenue from the sale of these buses at retirement is returned to this program. Funding Source(s): Restricted 2,500,000
<i>Related Boilerplate Section(s): 701, 708, 730</i>		
Rail passenger service	8,200,000	Funds operating assistance for Port Huron to Chicago and Grand Rapids to Chicago routes; provides funds to upgrade right-of-way conditions, train signal systems, grade crossing protection, train equipment, and passenger stations for the above two routes and for the Detroit to Chicago corridor. Funding Source(s): Federal 1,000,000 Restricted 7,200,000
<i>Related Boilerplate Section(s): 704, 711</i>		
Freight preservation and development	4,692,900 4,442,900	Funds capital improvements for preservation and improvement of state-owned railroads; funds from this line item are also used for rail-freight economic development projects. Governor's veto of Section 728 reduced this line by \$250,000 from amount in the enrolled bill. Funding Source(s): Federal 100,000 Restricted 4,342,900
<i>Related Boilerplate Section(s): 702</i>		
Rail infrastructure loan program	100,000	Increases revolving loan fund used to help finance improvements to Michigan's privately-owned rail freight infrastructure. Funding Source(s): Restricted 100,000
<i>Related Boilerplate Section(s): 705</i>		

Intercity bus service development	4,850,000	Provides operating assistance for intercity bus operations providing essential service on certain routes threatened with abandonment and funding for marketing efforts and other service development projects and intercity rail service development. Funding Source(s): Federal 3,500,000 Local 50,000 Restricted 1,300,000
<i>Related Boilerplate Section(s): 709, 729</i>		
Marine passenger services	800,000	Provides capital assistance to Eastern Upper Peninsula Transportation Authority for marine passenger services on the St. Mary's River ferry system and to Beaver Island Transportation Authority for service between Beaver Island and Charlevoix. Funding Source(s): Restricted 800,000
<i>Related Boilerplate Section(s): None</i>		
Terminal development	1,551,300	Funds purchase, construction, or rehabilitation of intermodal passenger facilities serving communities throughout Michigan. Funding Source(s): Restricted 1,551,300
<i>Related Boilerplate Section(s): 305, 731</i>		
GROSS APPROPRIATION	\$23,944,200	Total of all applicable line item appropriations.
DOT-federal transit act	3,500,000	Funds provided from a portion of FTA funds (Section 5311 of Title 49 USC) and used for the Intercity Bus Service Development line item. Historically, MDOT has allocated these funds for intermodal facilities shared by local transit authorities and intercity bus carriers.
DOT-FRA, local rail service assistance	100,000	Used as fund source in the Freight Preservation and Development line item. These federal rail administration funds are awarded by competitive grant application for freight preservation and development.
DOT-FRA, rail passenger/HSGT	1,000,000	Federal Railroad Administration grants for rail grade, corridor, and signal improvements to support high speed passenger service on selected routes. Used for the Rail Passenger Service line item.
Rail preservation fund	2,000,000	Revenue from the disposition/sale of state-owned rail property. Used as a fund source for the Freight Preservation and Development line item.
<i>Related Boilerplate Section(s): 702</i>		
Intercity bus equipment fund	1,000,000	Revenue primarily from sale of state-owned buses at retirement. Used as a fund source for the Intercity Bus Equipment line item.
<i>Related Boilerplate Section(s): 701</i>		
Comprehensive transportation fund	46,544,200 16,294,200	State restricted fund dedicated for public transportation purposes. Act 51 appropriates not less than 10% of the appropriated CTF balance, after payment of debt service and administration, to intercity passenger and freight development.
Local funds	50,000	Local funding match for a portion of federal aid expenditures.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 118: PUBLIC TRANSPORTATION DEVELOPMENT

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

Specialized services	\$8,200,100	Act 51 requires that a minimum of \$3.6 million be appropriated for this line which is used to support transit service to the elderly and to persons with disabilities.	
		Funding Source(s):	Federal 4,600,000 Restricted 3,600,100

Related Boilerplate Section(s): None

Municipal credit program	2,000,000	Act 51 requires that a minimum of \$2.0 million be appropriated for this line which is distributed to local communities in southeast Michigan for public transportation services.	
		Funding Source(s):	Restricted 2,000,000

Related Boilerplate Section(s): None

Bus capital	38,500,000	Provides funds to help meet the bus capital equipment needs of local bus systems and specialized services systems; funding provided by Federal Transit Act programs (49 USC) and state matching funds.	
		Funding Source(s):	Federal 30,000,000 Local 500,000 Restricted 8,000,000

Related Boilerplate Section(s): 721

Van pooling	195,000	Funds continuation of "MichVan" vanpool services to qualified commuting groups of nine or more persons throughout the state; funds used for service development and administrative costs.	
		Funding Source(s):	Restricted 195,000

Related Boilerplate Section(s): None

Service development and new technology	1,450,000	Provides funds for transit-related research, demonstration, training, and technical projects.	
		Funding Source(s):	Federal 1,400,000 Local 50,000 Restricted 0

Related Boilerplate Section(s): None

Planning grants	80,000	Funds to provide 10% match to federal planning grants for local bus systems or Metropolitan Planning Organizations (MPOs).	
		Funding Source(s):	Restricted 80,000

Related Boilerplate Section(s): None

Transportation to work	8,600,000	State funds appropriated to help remove transportation as a barrier to employment for public assistance recipients.	
		Funding Source(s):	Federal 5,300,000 Restricted 3,300,000

Related Boilerplate Section(s): 722

GROSS APPROPRIATION	\$59,025,100	Total of all applicable line item appropriations.	
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DOT-federal transit act	41,300,000	Federal transit grants authorized by Title 49 USC as amended by TEA-21.
Comprehensive transportation fund	17,175,100	State restricted funds dedicated for public transportation purposes.
Local funds	550,000	Local funding match for a portion of federal aid expenditures.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

BOILERPLATE SECTION INFORMATION

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

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

Sec. 202. Management and Budget Act

References the Management and Budget Act.

Sec. 203. Abbreviations

Defines abbreviations used in Act.

Sec. 204. Civil Service 1% Billing

Requires Civil Service charges to Department.

Sec. 205. Hiring Freeze

Establishes a hiring freeze on state classified civil service.

Sec. 207. Privatization

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

Sec. 208. Internet Reports

Provides for use of Internet to fulfill reporting requirements.

Sec. 209. Foreign Goods and Services

Prohibits use of foreign goods and services if comparatively priced and comparable quality American goods and services are available. Directs Department to give priority to Michigan goods and services.

Sec. 210. Deprived and Depressed Communities

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

Sec. 211. Receive and Retain Reports

Provides guidelines regarding record retention.

Sec. 259. Department of Information Technology User Fees

Provides for user fees to be paid to Department of Information Technology.

Sec. 260. Out-of-State Travel

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

Sec. 301. Permit Fees/Bridge Tolls

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

Sec. 303. Legislative Report

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

Sec. 304. Confidentiality of Bid Documents

Provides for confidentiality of highway project bid documents.

Sec. 305. Lease of Space in Public Transportation Property

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

Sec. 306. Audit Use of Transportation Funds

Provides for biennial audit of use of transportation funds by other state departments.

Sec. 307. Rolling Five-Year Plan

Requires Department to provide a rolling five-year highway construction plan by February 1st; requires legislative approval prior to implementation.

Sec. 308. Contract Compliance

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

Sec. 309. Administrative Costs

Requires Department to reduce administrative costs.

Sec. 310. State Transportation Commission Minutes/Agenda

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

Sec. 311. Advance Construct

Prohibits use of funds to pay for advance construction program on behalf of local units of government.

Sec. 312. State Trunkline Fund Carry-Forward

Provides carry-forward authority for STF; appropriates for state trunkline federal aid and road and bridge program.

Sec. 313. State Infrastructure Bank

Provides guidelines for State Infrastructure Bank program.

Sec. 314. Report on Internal Auditor

Provides for report on activities of internal auditor; report due February 1, 2005.

Sec. 319. Rest Area Maintenance

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

Sec. 324. Construction Zone Traffic Law Enforcement

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

Sec. 334. MBE/WBE Program

Requires Department to continue MBE/WBE program; reporting requirement.

Sec. 353. Prompt Payment

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

Sec. 357. Local Federal Aid Project Review

Directs Department to complete project reviews within 120 day; requires system for monitoring review process.

Sec. 361. Bureau of Multi-modal Transportation Services

Requires Department to report on any change in bureau services or functions as approved by the state transportation commission.

Sec. 363. Log Truck Safety Study

Earmarks funds to complete a Michigan Technological University study.

Sec. 365. US-131 Project Study

States that no funds may be expended on Practical Alternative 5, or Practical Alternative 5 modified as identified in the US-131 Improvement Study in St. Joseph County; indicates legislative intent that Department construct a full limited access freeway along the US-131 planning corridor. The Governor has indicated that this provision violated federal law and was therefore unenforceable.

Sec. 370. Transit Agency Charter Service

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

Sec. 374. MDOT Employee Newsletters

Prohibits Department from printing employee newsletters except for employees with disabilities.

Sec. 375. MDOT Open Houses and Groundbreaking Ceremonies

Prohibits Department from reimbursing contractors or consultants for groundbreaking ceremonies, receptions, open houses, or press conferences related to transportation projects funded from the budget.

Sec. 376. Deferred Project Report

Requires report on status of 17 projects deferred in 2003 and subsequently restored to five-year plan.

Sec. 378. Food and Beverage Prohibition

Prohibits payment for food and beverage for in-house training conducted by department staff.

Sec. 379. Prohibition on Planning for Transit Agencies

Prohibits Department from using CTF funds for operational planning for transit agencies.

Sec. 380. Prohibition on Cross-funding for Bureau of Multi-modal Transportation Services

Restricts funding for Multi-modal employees to Section 114 and 115 (Aeronautics and Public Transportation and Freight Services); effectively prohibits use of federal funds in Planning appropriations unit to fund Public Transportation and Freight Services employees.

Sec. 381. Prohibition on TV Program

Prohibits Department from using funds to produce TV program (e.g., MDOT Today) other than for safety or construction advisories.

Sec. 383. Report on Use of State Airfleet

Requires report on use of state airplanes; excludes Governor, Attorney General, and Secretary of State

Sec. 401. Federal Aid – Distribution Report

Requires Department to report to the Legislature on proposed distribution of federal funds; provides a 60-day window for legislative approval/disapproval.

Sec. 402. Federal Aid – State/Local Distribution

Provides for distribution of federal aid 75:25 between the state and local road agencies; excludes certain federal programs.

Sec. 501. Motor Carrier Act

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

Sec. 502. Treasury Audits of Local Road Agencies

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

Sec. 503. TEDF/Local Bridge Fund Carry-Forward

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

Sec. 504. MTF Distribution – Transfer of Transportation Funds to Other State Agencies

Provides for use of MTF in accordance with Act 51; provides guidelines for use of transportation funds (grants) by other state agencies; includes reporting requirement.

Sec. 601. Road Construction Warranties

Encourages use of road construction warranties; provides for report by September 30, 2005.

Sec. 602. Manufactured Pipe

Provides standards for use and testing of manufactured pipe.

Sec. 603. Traffic Congestion

Indicates legislative intent that traffic congestion be used as criteria in project selection; provides specific criteria for evaluating traffic congestion.

Sec. 607. Unsafe Pedestrian Crossings

Directs that funds be made available for remediation of unsafe pedestrian crossings.

Sec. 608. Truck Inspection Stations

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

Sec. 610. Dead Deer

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

Sec. 611. Pavement Marking

Directs Department to use high quality pavement marking materials on state trunkline projects; provides for pilot project and reporting requirement.

Sec. 612. Incentive/Disincentive Contracts

Requires Department to establish guidelines for use of incentive/disincentive contracts; establishes a reporting requirement; report due January 1, 2005.

Sec. 617. I-75/M-48 Interchange Chippewa County – VETOED

Directs Department to construct interchange.

Sec. 621. US-31/Bay Harbor Traffic Light – VETOED

Directs Department to install traffic light

Sec. 622. Caledonia Township (M-37) Improvements – VETOED

Provides project earmark.

Sec. 623. Tienken Road Barricade Removal – VETOED

Provides project earmark.

Sec. 624. M-25 Bridge in Hume Township – VETOED

Requires Department to address bridge problems resulting from the Schram dam.

Sec. 625. I-75 Interchange in Ogemaw County – VETOED

Directs Department to conduct a feasibility study regarding a full interchange between exits 212 and 215.

Sec. 626. Cheboygan Bridge – VETOED

Directs Department to provide funding to construct bridge.

Sec. 628. Transfer of Mackinac Bridge Authority Treasury Functions

Prohibits use of funds to transfer treasury functions from the Mackinac Bridge Authority to State Treasurer. The Governor has indicated that this section is in conflict with PA 21 of 1950(Ex Sess) and is thus unenforceable.

Sec. 629. Street Closing in Port Huron

Directs Department to close M-25 in Port Huron for Happy Apple Days. The Governor has indicated that this section is in conflict with PA 200 of 1969 and is thus unenforceable.

Sec. 633. Traffic Signal on Spicerville Hwy in Eaton County – VETOED

Provides project earmark.

Sec. 634. Traffic Signals in Plymouth and Brownstone Twp. in Wayne County – VETOED

Provides project earmark.

Sec. 701. Intercity Bus Equipment Fund

Provides for separate accounting and carry forward authority for this fund; transfers \$200,000 from the September 30, 2005, fund balance to the CTF

Sec. 702. Rail Preservation Fund

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

Sec. 703. Rail Abandonment Notice

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

Sec. 704. High Speed Rail

Requires Department to submit a report outlining its efforts to develop a high-speed rail program; report due by March 1, 2005.

Sec. 705. Rail Infrastructure Loan Program

References program guidelines in PA 295 of 1976.

Sec. 706. Detroit/Wayne County Port Authority

Provides for report due by February 15, 2005.

Sec. 707. Local Bus Operating

Provides guidelines for distribution of local bus operating appropriation (language from Act 51); prohibits grants to the Detroit Transportation Corporation (i.e., People Mover). The Governor has indicated that this section is in conflict with Section 10c of PA 51 of 1951 and is thus unenforceable.

Sec. 708. Intercity Bus Equipment Program

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

Sec. 709. Intercity Bus Essential Corridor

Identifies essential bus corridors.

Sec. 711. Seven-Day Rail Passenger Service

Requires Department to negotiate with a rail carrier to provide seven-day service between Grand Rapids and Chicago and Port Huron and Chicago; limits state subsidy to \$7.1 million; provides for report by January 1, 2005.

Sec. 714. Local Transit – Demand Response Services

Requires that Department, in cooperation with local transit agencies, work to ensure that demand-response services are provided throughout Michigan; requires report due March 1, 2005.

Sec. 715. Unreserved CTF Fund Balance

Requires that on or before January 27, 2005, Department, together with House and Senate fiscal agencies and DMB, estimate unreserved and unencumbered balance in the Comprehensive Transportation Fund at September 30, 2004; requires that Department request a legislative transfer to appropriate the estimated fund balance in excess of \$1.0 million.

Sec. 719. Rail Grade Separation Advances

Authorizes Department to advance funds from the rail grade crossing account to local road authorities for construction of grade crossings; creates revolving fund.

Sec. 721. Guidelines for CTF Matching Federal Transit Funds

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

Sec. 722. Transportation to Work – Match for Federal Funds

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

Sec. 728 Lakestate Railroad Project Grant – VETOED

Earmarks \$250,000 from Freight preservation and development line for rail project.

Sec. 729. Intercity Bus Marketing

Earmarks \$100,000 from Intercity bus service development line for marketing.

Sec. 730. Intercity Bus Equipment Sales

Directs Department to sell state-owned intercity bus equipment within six months of lease termination and to credit proceeds to intercity bus equipment loan fund.

Sec. 731. Intercity Bus Space Rental

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

Sec. 732. Handicap Bus Lifts Maintenance Reporting Requirement

Provides reporting requirement for maintenance of wheelchair lifts by transit agencies; provides sanctions for failure to repair by milestone dates.

Sec. 734. Transit Agency Service Performance Measures

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

Sec. 801. State Aeronautics Fund

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

Sec. 805. Aeronautics Debt Service

Designates State Aeronautics funds for debt service on CTF bonds issued for ASAP program.

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