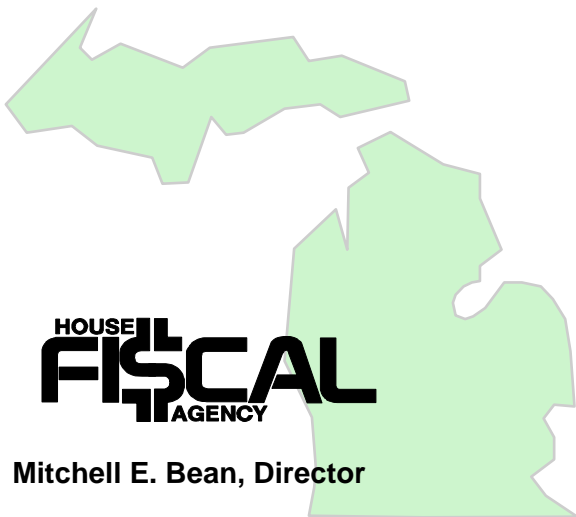


LINE ITEM AND BOILERPLATE SUMMARY

TRANSPORTATION

Fiscal Year 2005-06
Public Act 158 of 2005
Senate Bill 281

As Enacted



Mitchell E. Bean, Director

December 2005

Prepared and Compiled by:

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December 2005

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2005-06 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.

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

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

Mitchell E. Bean, Director

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GLOSSARY: State Budget Terms

STATE BUDGET TERMS

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

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

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

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

APPROPRIATION BILL TERMS

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

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

REVENUE SOURCES

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

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

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

Local Revenue: Revenue from local units of government.

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

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

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

MAJOR STATE FUNDS

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

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

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

REVENUE SOURCES

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

FEDERAL REVENUE

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

SAFETEA-LU makes federal funds available to state departments of transportation through three U.S. Department of Transportation (DOT) agencies: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA). Federal funds included in Michigan's FY 2005-06 state transportation budget are based on the Michigan Department of Transportation's best estimates of federal revenue available to the state under SAFETEA-LU.

DOT-FHWA

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

DOT-FTA

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

DOT-FRA

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

STATE RESTRICTED REVENUE

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

MICHIGAN TRANSPORTATION FUND (MTF)

Main collection/distribution fund for state restricted transportation revenue. Approximately 90% of all state-generated transportation revenue—primarily from the \$0.19 per gallon gasoline excise tax, diesel fuel taxes, and motor vehicle registration taxes—is first credited to the MTF. Estimated MTF revenue for FY 2005-06 is approximately \$2 billion. Act 51 establishes the MTF and provides for formula distribution of the MTF among 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 road systems.
- To 533 incorporated cities and villages for city/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 Michigan Vehicle Code. The MTF does not carry a balance into the next fiscal year; all MTF revenue is distributed each year through the Act 51 formula.

STATE TRUNKLINE FUND (STF)

Established and governed by Act 51, the STF provides funding for 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 in accordance with the provisions of Act 51.

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 revenue (after various statutory deductions), and a share of motor vehicle-related sales tax revenue as provided in the General Sales Tax Act.

STATE AERONAUTICS FUND (SAF)

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

BLUE WATER BRIDGE FUND (BWBF)

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

In FY 1994-95, through provisions of the Intermodal Surface Transportation Act of 1991 (ISTEA), the STF received federal funds for loan to the BWBF for construction of the second span of the Blue Water Bridge. Repayment of the \$45 million loan began in FY 1997-98. The loan, which must be repaid by 2025, 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 which support economic growth. Fund revenue is derived from Act 51 earmarks of MTF revenue, and from a statutory earmark of drivers' license fees. Also referenced as Transportation Economic Development Fund (TEDF).

LOCAL BRIDGE FUND (LBF)

Fund established by Public Act 384 of 2004 (HB 5319), an amendment to Act 51, to provide financial assistance to local highway authorities for the preservation, improvement, or reconstruction of existing bridges, or the construction of bridges to replace existing bridges, in whole or part. Revenue is provided from an earmark of 1/2 cent of the gasoline excise tax (equal to approximately \$25 million), and from a \$5 million earmark of MTF revenue.

MICHIGAN DEPARTMENT OF TRANSPORTATION

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

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

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

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	3,022.3	Full-time equated (FTE) positions in the state classified service.
Total full-time equated positions	3,028.3	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	\$3,411,460,000 \$3,387,807,500	Total of all applicable line item appropriations.
Total interdepartmental grants/ intradepartmental transfers	0	Total of all funds received from other departments and transfer of funds.
ADJUSTED GROSS APPROPRIATIONS	\$3,411,460,000 \$3,387,807,500	Total net amount of all line item gross appropriations less (or minus) interdepartmental grants (IDGs) and intradepartmental transfers (IDTs).
Total federal revenue	4,207,642,100 1,197,594,100	Total federal grant or matchable revenue.
Total local revenue	6,100,000	Total revenue from local units of government.
Total private revenue	0	Total private grant revenue.
Total state restricted revenue	2,197,717,900 2,184,113,400	State revenue dedicated to a specific fund (other than the General Fund) or revenue earmarked for a specific purpose.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 102: DEBT SERVICE

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

State trunkline	\$187,117,200	Principal and interest payments on various bond issues for state trunkline preservation or capacity improvement projects, or to refund prior bond issues; Build Michigan I, Build Michigan III, and Preserve First programs partially financed by bonding; includes \$103.2 million debt service related to federal revenue anticipation (GARVEE) notes issued in 2001 and 2002.	
		Funding Source(s):	Federal 103,200,000 Restricted 83,917,200
		<i>Related Boilerplate Section(s): None</i>	
<hr/>			
Economic development	14,730,100	Principal and interest payments on various TEDF bond programs, includes bonds to fund category "A" and "B" road projects (1989), Build Michigan III economic development projects (2001), and refunding bonds (1998 and 2002).	
		Funding Source(s):	Restricted 14,730,100
		<i>Related Boilerplate Section(s): None</i>	
<hr/>			
Local bridge fund	3,000,000	Act 51 distribution from the MTF for debt service on 1992 bonds issued to finance local agency bridge projects.	
		Funding Source(s):	Restricted 3,000,000
		<i>Related Boilerplate Section(s): None</i>	
<hr/>			
Blue water bridge	2,383,300	Principal and interest payments on 1996 bonds used to finance Blue Water Bridge projects.	
		Funding Source(s):	Restricted 2,383,300
		<i>Related Boilerplate Section(s): None</i>	
<hr/>			
Airport safety and protection plan	3,686,100	Debt service paid by SAF for CTF bonds issued for airport improvement and security projects.	
		Funding Source(s):	Restricted 3,686,100
		<i>Related Boilerplate Section(s): 805</i>	
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Comprehensive transportation	29,826,800	Principal and interest payments on CTF bonds issued for public transportation purposes; includes \$983,200 (SAF) related to bond financing of Midfield Terminal project at Detroit Metro Airport.	
		Funding Source(s):	Restricted 29,826,800
		<i>Related Boilerplate Section(s): None</i>	
<hr/>			
GROSS APPROPRIATION	\$240,743,500	Total of all applicable line item appropriations.	
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DOT-FHWA highway research, planning, and construction	103,200,000	Federal funds pledged by Department for debt service on federal revenue anticipation (GARVEE) notes.	
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Blue water bridge fund	2,383,300	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.	
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Comprehensive transportation fund (CTF)	28,843,600	State restricted fund for public transportation purposes.
Economic development fund (EDF)	14,730,100	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
Local bridge fund	3,000,000	Fund established by 2004 PA 384, an amendment to Act 51.
State aeronautics fund (SAF)	4,669,300	State restricted fund for aviation development, regulation, and promotion.
State trunkline fund (STF)	83,917,200	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

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

This appropriation unit provides funding to other state departments that provide services to state transportation funds and programs. Article IX, Section 9 of the 1963 Michigan Constitution dedicates motor fuel excise taxes and motor vehicle registration taxes for transportation purposes, after payment of necessary collection expenses. MTF grants to other state departments are governed by Act 51.

In addition to the line item appropriations shown below, Section 708 of the General Government appropriations act 2005 PA 146 (SB 272) 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	\$986,600	Environmental impact assessment and review of road and bridge construction by Department of Environmental Quality, Land and Water Management Division. Funding Source(s): Restricted 986,600	986,600
<i>Related Boilerplate Section(s): 306, 504</i>			
MTF grant – department of state for collection of revenue and fees	20,000,000	Cost to collect transportation revenue from vehicle title and registration taxes processed by Department of State; limited to \$20 million by Act 51 as amended by 2003 PA 151 (SB 539). Funding Source(s): Restricted 20,000,000	20,000,000
<i>Related Boilerplate Section(s): 306, 504</i>			
MTF grant – department of treasury	8,238,800	Cost associated with collection of motor fuel taxes. Funding Source(s): Restricted 8,238,800	8,238,800
<i>Related Boilerplate Section(s): 306, 504</i>			
MTF grant – legislative auditor general	204,300	Audit costs for transportation programs and funds. Funding Source(s): Restricted 204,300	204,300
<i>Related Boilerplate Section(s): 306, 504</i>			
STF grant – department of attorney general	2,861,400	Legal services and litigation costs of Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 2,861,400	2,861,400
<i>Related Boilerplate Section(s): 306, 504</i>			
STF grant – department of civil service	2,000,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 2,000,000	2,000,000
<i>Related Boilerplate Section(s): 204, 306, 504</i>			
STF grant – department of history, arts, and libraries	139,600	Cost of record retention at state records center. Funding Source(s): Restricted 139,600	139,600
<i>Related Boilerplate Section(s): 306, 504</i>			
STF grant – department of management and budget	1,221,300	Accounting, budget, payroll, purchasing, and mail services from Department of Management and Budget (DMB) for the STF. Funding Source(s): Restricted 1,221,300	1,221,300
<i>Related Boilerplate Section(s): 306, 504</i>			

STF grant – department of state police	7,667,300	Motor Carrier Enforcement and transportation portion of Criminal Justice Data Center administered by Department of State Police. Funding Source(s): Restricted 7,667,300	
<i>Related Boilerplate Section(s): 306, 504</i>			
STF grant – department of treasury	183,900	Investment activity costs for STF monies managed by Department of Treasury. Funding Source(s): Restricted 183,900	
<i>Related Boilerplate Section(s): 306, 504</i>			
STF grant –legislative auditor general	474,600	Audit costs for transportation programs and funds. Funding Source(s): Restricted 474,600	
<i>Related Boilerplate Section(s): 306, 504</i>			
SAF grant – department of attorney general	144,000	Legal services and litigation costs of Department of Attorney General for transportation programs. Funding Source(s): Restricted 144,000	
<i>Related Boilerplate Section(s): 306, 504</i>			
SAF grant – department of civil service	50,000	Civil service administrative expenses for MDOT, based on 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 history, arts, and libraries	3,800	Cost of record retention at state records center. Funding Source(s): Restricted 3,800	
<i>Related Boilerplate Section(s): 306, 504</i>			
SAF grant – department of management and budget	32,600	Accounting, budget, payroll, purchasing, and mail services from DMB for the SAF. Funding Source(s): Restricted 32,600	
<i>Related Boilerplate Section(s): 306, 504</i>			
SAF grant – department of treasury	73,800	Investment activity costs for SAF monies managed by Department of Treasury. Funding Source(s): Restricted 73,800	
<i>Related Boilerplate Section(s): 306, 504</i>			
SAF grant – legislative auditor general	19,600	Audit costs for transportation programs and funds. Funding Source(s): Restricted 19,600	
<i>Related Boilerplate Section(s): 306, 504</i>			
CTF grant – department of attorney general	145,900	Legal services and litigation costs of Department of Attorney General for transportation programs. Funding Source(s): Restricted 145,900	
<i>Related Boilerplate Section(s): 306, 504</i>			
CTF grant – department of civil service	90,000	Civil service administrative expenses for MDOT, based on 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 history, arts, and libraries	6,300	Cost of record retention at state records center. Funding Source(s): Restricted	6,300
<i>Related Boilerplate Section(s): 306, 504</i>			
CTF grant – department of management and budget	61,900	Accounting, budget, payroll, purchasing, and mail services from DMB for the CTF. Funding Source(s): Restricted	61,900
<i>Related Boilerplate Section(s): 306, 504</i>			
CTF grant – department of treasury	4,800	Investment activity costs for SAF monies managed by Department of Treasury. Funding Source(s): Restricted	4,800
<i>Related Boilerplate Section(s): 306, 504</i>			
CTF grant – legislative auditor general	25,200	Audit costs for public transportation programs and funds. Funding Source(s): Restricted	25,200
<i>Related Boilerplate Section(s): 306, 504</i>			
GROSS APPROPRIATION	\$44,635,700	Total of all applicable line item appropriations.	
Comprehensive transportation fund (CTF)	334,100	State restricted fund for public transportation purposes.	
Michigan transportation fund (MTF)	29,429,700	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.	
State aeronautics fund (SAF)	323,800	State restricted fund to develop, regulate, and promote aviation.	
State trunkline fund (STF)	14,548,100	State restricted fund state trunkline highway purposes.	
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.	

SECTION 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	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. Funding Source(s): Restricted 532,200 <i>Related Boilerplate Section(s): None</i>
Asset management council	1,626,400	Data collection/related support for Council established by 2002 PA 499, HB 5396; staff provided in Bureau of Planning unit. Funding Source(s): Restricted 1,626,400 <i>Related Boilerplate Section(s): None</i>
Commission audit – 31.3 FTE positions	3,290,600	Salary/fringe benefits/travel/other operation expenses; conduct internal and external (MDOT operations and contractors) financial and performance audits; Office of Commission Audits established by Section 17a of Act 51; State Transportation Commission appoints head of the office. Funding Source(s): Restricted 3,290,600 <i>Related Boilerplate Section(s): 314</i>
GROSS APPROPRIATION	\$5,449,200	Total of all applicable line item appropriations.
Michigan transportation fund (MTF)	1,626,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State trunkline fund (STF)	3,822,800	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 105: BUSINESS SUPPORT

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

Full-time equated classified positions	57.5	Full time equated (FTE) positions in the state classified service.	
Executive office – 10.5 FTE positions	\$1,217,400	Salary/fringe benefits/travel/other operation expense for Chief Administrative Officer, Chief Operations Officer, and administrative support staff.	
		Funding Source(s):	Restricted 1,217,400
		<i>Related Boilerplate Section(s): None</i>	
Communications – 12.0 FTE positions	1,215,800	Salary/fringe benefits/travel/other operation expenses (Office unclassified director salary/FTE in Executive Direction unit) to distribute information regarding Department activities to media, public, and employees.	
		Funding Source(s):	Restricted 1,215,800
		<i>Related Boilerplate Section(s): 374, 375, 381</i>	
Governmental affairs – 3.0 FTE positions	332,900	Salary/fringe benefits/travel/other operation expenses (Office unclassified director salary/FTE in Executive Direction unit); serves as legislative liaison for Department.	
		Funding Source(s):	Restricted 332,900
		<i>Related Boilerplate Section(s): None</i>	
Human resources – 23.0 FTE positions	2,461,600	Salary/fringe benefits/travel/other operation expenses for Office of Human Resources.	
		Funding Source(s):	Restricted 2,461,600
		<i>Related Boilerplate Section(s): None</i>	
Economic development and enhancement programs – 9.0 FTE positions	985,900	Salary/fringe benefits/travel/other operation expenses to administer Transportation Economic Development Fund (TEDF) and Enhancement programs; appropriations for TEDF and Enhancement are in other units.	
		Funding Source(s):	Restricted 985,900
		<i>Related Boilerplate Section(s): None</i>	
Property management	6,404,200	Use charges to DMB property management for 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 for privately-owned land or buildings at locations across the state.	
		Funding Source(s):	Restricted 6,404,200
		<i>Related Boilerplate Section(s): None</i>	
Human resources optimization user charges	109,100	User costs for Human Resources call center.	
		Funding Source(s):	Restricted 109,100
		<i>Related Boilerplate Section(s): None</i>	

Worker's compensation	2,619,000	Estimated cost of worker's compensation insurance. Funding Source(s): Restricted 2,619,000
<i>Related Boilerplate Section(s): None</i>		
GROSS APPROPRIATION	\$15,345,900	Total of all applicable line item appropriations.
Comprehensive transportation fund (CTF)	1,161,200	Restricted funds for department business support services to public transportation programs.
Economic development fund (EDF)	500,700	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
State aeronautics fund (SAF)	231,600	Restricted funds for department business support services to aeronautics programs.
State trunkline fund (STF)	13,452,400	Restricted funds to support a share of department cost 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 revenue.

SECTION 106: INFORMATION TECHNOLOGY

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

Information technology services and projects	\$25,000,000	Reimburse DIT for IT services, projects, and IT inventory.
		Funding Source(s): Federal 555,100 Restricted 24,444,900

Related Boilerplate Section(s): 259

GROSS APPROPRIATION	\$25,000,000	Total of all applicable line item appropriations.
DOT-FHWA, highway research, planning, and construction	555,100	Federal funds for some information technology applications.
Blue water bridge fund	46,300	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund (CTF)	230,800	State restricted fund for public transportation purposes.
Economic development fund	37,100	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	239,800	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	141,600	Restricted funds to develop, regulate, and promote aviation.
State trunkline fund (STF)	23,749,300	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 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	253.5	Full-time equated (FTE) positions in the state classified service
Financial operations – 80.0 FTE positions	\$7,373,600	Salary/fringe benefits/travel/other operation expenses; budget and accounting control for financial operations; prepare financial reports, statements, and accounts for local federal aid projects administered by MDOT; calculate, monitor, and report MTF monies distributed to local units of government. Funding Source(s): Restricted 7,373,600 <i>Related Boilerplate Section(s): None</i>
Contract services – 34.1 FTE positions	2,937,000	Salary/fringe benefits/travel/other operation expenses; manage purchasing and contracting activities; includes prequalifications, bid letting, and processing pay estimates for construction contracts. Funding Source(s): Restricted 2,937,000 <i>Related Boilerplate Section(s): None</i>
Technical and support services – 72.4 FTE positions	8,174,800	Salary/fringe benefits/travel/other operation expenses; technical and logistical services (specialized photographic, mapping, and graphic art design; facilities management; document reproduction; telecommunications; produce official State Transportation Map; monitor compliance with state and federal contracting practice laws; includes Office of Equal Opportunity (MDOT Civil Rights Program) and Disadvantaged Business Enterprise program. Funding Source(s): Restricted 8,174,800 <i>Related Boilerplate Section(s): 334 (MBE/DBE program)</i>
Performance excellence – 12.0 FTE positions	1,323,100	Salary/fringe benefits/travel/other operation expenses; oversee and direct employee training and development programs, and total quality and reengineering efforts. Funding Source(s): Restricted 1,323,100 <i>Related Boilerplate Section(s): None</i>
Welcome center operations – 55.0 FTE positions	4,571,700	Salary/fringe benefits/travel/other operation expenses; operate 13 Welcome Centers at locations across the state; MDOT contracts all Welcome Center operations with Department of Labor and Economic Growth; no MDOT employees assigned to program. Funding Source(s): Restricted 4,571,700 <i>Related Boilerplate Section(s): None</i>
GROSS APPROPRIATION	\$24,380,200	Total of all applicable line item appropriations.
Michigan transportation fund (MTF)	1,344,100	Funds some unit costs for statewide technical services and cost to administer Act 51 distributions to local units of government.
State trunkline fund (STF)	23,036,100	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 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	174.0	Full-time equated (FTE) positions in the state classified service.
Statewide planning services – 122.0 FTE positions	\$11,934,000	<p>Coordinate overall policy; provide executive direction (contracts administration, budget, information systems, office management); prepare State Transportation Improvement Program (STIP) (per federal requirements); provide revenue analysis; administer state trunkline capital outlay program; operate/maintain Transportation Management System and statewide Geographic Information Systems; coordinate urban highway planning; coordinate/develop performance-based asset management strategies (pavement and bridge) for state transportation systems; prepare MDOT State Long Range Plan; help develop MDOT policies on passenger and freight transportation, environment, international trade/border crossings, and Intelligent Transportation Systems; salary/fringe benefits/travel/other operation expenses.</p> <p style="text-align: right;">Funding Source(s): Federal 6,612,100 Restricted 5,321,900</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 379</i></p>
Data collection services – 52.0 FTE positions	5,850,100	<p>Coordinate field operations planning/engineering staff/equipment; monitor systems, assess conditions, and collect travel information; support comprehensive passenger and freight transportation planning and Asset Management Council; provide travel demand analysis; salary/fringe benefits/travel/other operation expenses.</p> <p style="text-align: right;">Funding Source(s): Federal 3,670,500 Restricted 2,179,600</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): None</i></p>
Specialized planning services and local studies PARTIAL VETO	17,280,000 17,180,000	<p>Provide social, economic, and environmental analysis; oversee environmental compliance/mitigation; coordinate, monitor, and assist developing statewide capacity improvement and new road projects; complete project level traffic analysis for all trunkline road and bridge projects; Governor veto of Section 625 reduced line by \$100,000 (MTF) from enrolled bill amount.</p> <p style="text-align: right;">Funding Source(s): Federal 11,717,400 Restricted 5,462,600</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): None</i></p>
Grants to regional planning councils	488,800	<p>To regional planning agencies for data collection and analysis, public involvement, and coordination between agencies; in Section 201 as state payment to local units of government.</p> <p style="text-align: right;">Funding Source(s): Restricted 488,800</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): None</i></p>
GROSS APPROPRIATION	\$35,552,000 \$35,452,900	Total of all applicable line item appropriations.

DOT-FHWA highway research, planning, and construction	22,000,000	Funds, designated for statewide planning activities, are derived from 2% set-aside of certain federal-aid programs.
Comprehensive transportation fund (CTF)	1,260,300	Funds support public transportation components of statewide transportation planning.
Michigan transportation fund (MTF)	6,586,300 6,486,300	Primary collection/distribution fund for revenue from motor fuel and vehicle registration taxes; MTF funds in this unit support statewide planning activities.
State aeronautics fund (SAF)	261,900	Funds support the aviation component of state transportation planning.
State trunkline fund (STF)	5,444,400	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 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	1,533.4	Full-time equated (FTE) positions in the state classified service.
Engineering services - 803.2 FTE positions PARTIAL VETO	\$50,871,400 \$50,831,100	Salary/fringe benefits/travel/other operation expenses for construction, testing, and traffic/safety functions for Lansing central office and seven MDOT regions; supervise engineering and oversee state highway/bridge reconstruction/improvement projects; sample materials; test/determine highway design, construction, and maintenance specifications; design services, geotechnical analysis (soil testing), environmental investigation/remediation; develop construction specifications, review bridge plans; maintain MDOT pavement and bridge management systems; includes life-cycle cost analysis, traffic studies, traffic signal upgrading/modernization, traffic signs and pavement marking, safety programs, geometric design review and development, and traffic engineering data collection. Governor veto of Section 363 reduced line by \$40,000 from enrolled bill. <div style="text-align: right; margin-right: 100px;"> Funding Source(s): Federal 6,968,000 Restricted 43,863,100 </div>
<i>Related Boilerplate Section(s): None</i>		
Program services – 719.7 FTE positions	37,516,600	Salaries and other costs of highway development for Lansing central office and seven MDOT regions; executive/administrative oversight of Bureau of Highways and design (land survey, route location study, trunkline road, bridge, and appurtenance plans). <u>Local Agency Programs Unit:</u> fiscal, programmatic, and administrative agent for federally-funded local road projects. <u>Real Estate Division:</u> manage right-of-way appraisal, acquisition, relocation, clearance, and property. <u>Utilities and Permits Section:</u> coordinate utility relocations on construction projects; control right-of-way use through permits. <u>Attorney General - Transportation Division:</u> legal counsel to MDOT; construction contract issues, right-of-way condemnation, environmental law, and other legal matters. <u>Attorney General – Highway Negligence Litigation Division:</u> defend MDOT in tort litigation; work to obtain reimbursement from motorists for damages to highway features. <div style="text-align: right; margin-right: 100px;"> Funding Source(s): Restricted 37,516,600 </div>
<i>Related Boilerplate Section(s): None</i>		
Intelligent transportation systems operations 10.5 - FTE positions	9,665,000	Salaries and other costs related to MDOT Intelligent Transportation Systems operations. <div style="text-align: right; margin-right: 100px;"> Funding Source(s): Restricted 9,665,000 </div>
<i>Related Boilerplate Section(s): 384</i>		
GROSS APPROPRIATION	\$98,052,700 \$98,012,700	Total of all applicable line item appropriations.

DOT-FHWA highway research, planning, and construction	7,000,000 6,968,000	Federal funds for Engineering Operations for research, materials and technology quality control and assurance testing.
Michigan transportation fund (MTF)	5,257,600 5,249,600	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes; supports engineering oversight, technical assistance, and coordination related to state and federal funds provided to counties, cities, and villages.
State trunkline fund (STF)	85,795,100	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 110: HIGHWAY MAINTENANCE

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

Full-time equated classified positions	815.6	Full-time equated (FTE) positions in the state classified service.
State trunkline operations – 815.6 FTE positions	\$122,963,900	Salary/fringe benefits/travel/other operational expense; labor, material, equipment, and other costs of state trunkline maintenance performed mainly by state crews (pavement and bridge maintenance, roadside mowing, guardrail repair, and winter snow removal). Funding Source(s): Restricted 122,963,900 <i>Related Boilerplate Section(s): 207, 319, 610</i>
Contract operations	137,104,000	State trunkline maintenance activities performed under contract with some county road commissions and municipalities. Funding Source(s): Restricted 137,104,000 <i>Related Boilerplate Section(s): 207, 319, 610</i>
GROSS APPROPRIATION	\$260,067,900	Total of all applicable line item appropriations.
State trunkline fund (STF)	260,067,900	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 111: ROAD AND BRIDGE PROGRAMS

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

State trunkline and federal aid and road and bridge construction PARTIAL VETO	\$996,562,100 \$973,699,600	State trunkline road and bridge construction program; court judgments and highway negligence lawsuit settlements charged to this line; Governor veto of Sections 617, 621, 622, 623, 633, 636, 637, 638, 641, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, and 653, reduced line by \$22,862,500 from enrolled bill. Funding Source(s): Federal 745,579,000 Local 5,000,000 Restricted 223,120,600 <i>Related Boilerplate Section(s): 307, 308, 312, 324, 334, 353, 401, 601, 612</i>
Local federal aid and road and bridge construction	258,992,000	Act 51 requires an average of 25% of federal aid, excluding some programs, be allocated to local road agencies (county road commissions, cities, and villages) for eligible local road and bridge construction projects. Funding Source(s): Federal 258,992,000 <i>Related Boilerplate Section(s): 308, 357, 401</i>
Grants to local programs	33,000,000	Act 51 allocation to Local Program Fund; funds 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	31,115,800	Act 51 allocation; used to repair or replace local bridges. Funding Source(s): Restricted 31,115,800 <i>Related Boilerplate Section(s): 503</i>
County road commissions PARTIAL VETO	645,023,600 644,823,600	Act 51 allocation of 39.1% of net MTF revenue; appropriation based on revenue estimate, distribution on actual MTF revenue; governed by Act 51 formula (miles of urban, primary, and local roads; vehicle registration tax receipts; population); Governor veto of Section 624 reduced line \$200,000 from enrolled bill. Funding Source(s): Restricted 644,823,600 <i>Related Boilerplate Section(s): 303, 502</i>
Cities and villages	359,629,500	Act 51 allocation; 21.8% of net MTF revenue; appropriation based on revenue estimate, distribution on actual MTF revenue and governed by Act 51 formula (population, state trunkline mileage, major street mileage, local street mileage in the city or village). Funding Source(s): Restricted 359,629,500 <i>Related Boilerplate Section(s): 303, 502</i>

GROSS APPROPRIATION	\$2,327,323,000 \$2,304,260,500	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	1,014,587,000 1,004,571,000	Federal road construction grants from major SAFETEA-LU program categories (National Highway System, Surface Transportation Program, Minimum Guarantee, Interstate Construction and Maintenance, etc.).
Local funds	5,000,000	City or village cost participation for opening, widening, or improving state trunkline highways as required by Act 51.
Blue water bridge fund	3,000,000	Subsidiary fund of STF used debt service, capital projects, maintenance and operating costs of Blue Water Bridge.
Local bridge fund	31,115,800	Fund established by 2004 PA 384 (HB 5319) which amended Act 51; dedicated for local bridge program; revenue from earmarks (1/2 cent of gasoline excise tax; \$5.0 million of MTF revenue).
Michigan transportation fund (MTF)	1,040,653,100 1,040,453,100	Primary collection/distribution fund for state transportation revenue from motor fuel and vehicle registration taxes; allocated by Act 51 to local program fund, rail grade crossing account, critical bridge program, county road commissions, and cities and villages.
State trunkline fund (STF)	232,967,400 220,120,600	State restricted fund for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 112: BLUE WATER BRIDGE

Full-time equated classified positions	35.0	Full-time equated (FTE) positions in the state classified service.
Blue water bridge operations – 35.0 FTE positions	\$10,776,400	Salary/fringe benefits/travel/other operational expense, and operating and maintenance costs for the twin-span Blue Water Bridge. In FY 1994-95, STF received federal funds, through Intermodal Surface Transportation Act of 1991 provisions, for loan to BWBF to construct a second span of Blue Water Bridge; repayment of the \$45.0 million loan began in FY 1997-98; up to \$6.2 million for loan repayment is included in this line. Funding Source(s): Restricted 10,776,400
<i>Related Boilerplate Section(s): None</i>		
GROSS APPROPRIATION	\$10,776,400	Total of all applicable line item appropriations.
Blue water bridge fund (BWBF)	10,776,400	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 113: TRANSPORTATION ECONOMIC DEVELOPMENT FUND

This fund was created 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	Category E (forest roads); \$5.0 million statutory earmark to facilitate safe/efficient transport of forest raw materials; funds 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 to build truck inspection stations in those same counties. Funding Source(s): Restricted 5,040,000
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Related Boilerplate Section(s): 503, 608

Rural county urban system	2,500,000	Category F; 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 through competitive grant to eligible county, city, or village road agency. Funding Source(s): Restricted 2,500,000
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Related Boilerplate Section(s): 503

Target industries – economic redevelopment	17,966,200	Category A (Target Industries); a special \$3.5 million MTF earmark in Act 51, plus 50% of the net TEDF balance after deducting administrative costs, debt service, and category E and F amounts. This category is for road projects related to economic development projects which create or retain permanent jobs and 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 competitive and for any Act 51 eligible road agency: MDOT, county road commissions, cities, and villages; administered jointly by MDOT Office of Economic Development and Enhancement and the Michigan Economic Development Corporation (MEDC); appropriation is \$1,037,400 less than amount authorized under Public Act 231. Funding Source(s): Restricted 17,966,200
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Related Boilerplate Section(s): 503

Urban county congestion	7,751,800	Category C (urban county congestion relief); receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts; funds available to counties with populations greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent), and allocated by formula (based on population) to be used for road or transit projects related to urban congestion relief or advanced traffic management systems; applications reviewed by urban task forces. Category C also receives Act 51 earmark of 15% of Minimum Guarantee highway construction funds the state receives annually from federal-aid highway grants; funds appropriated in Section 503(3) and not shown in Part 1 of the bill. Funding Source(s): Restricted 7,751,800
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Related Boilerplate Section(s): 503

Rural county primary	7,751,800	Category D (rural county primary roads); receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts; funds available to county, city, or village road agencies (in counties with populations of 400,000 or less) to enhance local primary road and major street systems that link communities to the state trunkline system; allocated to regional task forces based on proportion of rural primary road mileage each region includes; rural task forces identify specific projects for funds in each region and submit list of projects to MDOT. Category D also receives Act 51 earmark of 16.5% of Minimum Guarantee highway construction funds the state receives annually from federal-aid highway grants; funds are appropriated in Section 503(3) and not shown in Part 1 of the bill. Funding Source(s): Restricted 7,751,800
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Related Boilerplate Section(s): 503

GROSS APPROPRIATION	\$41,009,800	Total of all applicable line item appropriations.
Economic development fund	41,009,800	Established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth; revenue primarily from Act 51 earmarks of MTF revenue and a statutory earmark of drivers' license fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 114: AERONAUTICS SERVICES

The State Aeronautics Code gives the Michigan Aeronautics Commission general supervision over aeronautics in the state. 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	\$3,092,200	Salary/fringe benefits/travel/other operational expenses; administer and manage programming, planning, design, and construction of federal- and state-funded airport capital improvement projects in the state; airport improvement program projects are funded in Capital Outlay appropriation acts. Funding Source(s): Restricted 3,092,200 <i>Related Boilerplate Section(s): 361, 380, 801</i>
Aviation services – 26.0 FTE positions	4,394,300	Salary/fringe benefits/travel/other operational expenses; support Aeronautics Commission; provide administrative services, fiscal coordination, and legislative liaison; funds one-half of salary of director of the Bureau of Multi-Modal Transportation Services; administer all-weather airport access program. <u>Air Transport Section:</u> aircraft, pilots, and maintenance services to support bureau's airport inspection, safety/education, and airport development programs in the state; provide air transport services available to state agencies and personnel. Funding Source(s): Restricted 4,394,300 <i>Related Boilerplate Section(s): 361, 380, 383, 801</i>
Air service program	1,000,000	Grant assistance (Capital Improvement and Equipment, Air Carrier Recruitment and Retention, and Airport Awareness) to state's 18 commercial air service airports with focus on smaller air service airports not eligible for federal aid. Funding Source(s): Restricted 1,000,000 <i>Related Boilerplate Section(s): 801</i>
GROSS APPROPRIATION	\$8,486,500	Total of all applicable line item appropriations.
State aeronautics fund (SAF)	8,486,500	Restricted fund to develop, regulate, and promote aviation; revenue from aviation fuel taxes and licensing/registration fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.

SECTION 115: PUBLIC TRANSPORTATION 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: This appropriations unit was previously known as the Bureau of Urban and Public Transportation (UPTRAN). In 2002, the unit was combined with the Bureau of Aeronautics into a single Bureau of Multi-Modal Transportation Services.

Full-time equated classified positions	66.0	Full-time equated (FTE) positions in the state classified service.
Freight and safety services – 36.0 FTE positions	\$3,825,800	Salary/fringe benefits/travel/other operational expenses; coordinate rail freight services and facilities development; operate rail safety and inspection program; administer state/federal funds allocated to local railroad grade crossing improvement projects; administer rail passenger program; support budget/fiscal coordination, contract administration, and IT applications for Bureau public transportation programs; funds one-half the salary of director of Bureau of Multi-Modal Transportation Services; salary (and FTE) for unclassified director of UPTRAN are in Executive Direction unit (position is currently unfilled). Funding Source(s): Restricted 3,825,800 <i>Related Boilerplate Section(s): 361, 380</i>
Passenger transportation services – 30.0 FTE positions	2,992,900	Salary/fringe benefits/travel/other operation expenses; coordinate financial and technical assistance to local public transit programs, marine passenger programs, and intercity passenger services; implement intercity bus and limousine safety regulations. Funding Source(s): Restricted 2,992,900 <i>Related Boilerplate Section(s): 361, 380</i>
GROSS APPROPRIATION	\$6,818,700	Total of all applicable line item appropriations.
Comprehensive transportation fund (CTF)	4,969,500	State restricted fund for public transportation purposes.
Michigan transportation fund (MTF)	1,849,200	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes; funds support 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 revenue.

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	\$163,276,100	Reimburse local transit systems for portion of eligible operating expenses; Act 51 allows reimbursement of eligible operating expense of up to 50% to transit systems in urbanized areas (population greater than 100,000) and up to 60% to transit systems in areas with populations of less than 100,000. Funding Source(s): Restricted 163,276,100
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Related Boilerplate Section(s): 707, 714, 732, 734

Nonurban operating/capital	14,600,000	Spending authority for federal funds for local transit systems in nonurbanized areas of state (under 50,000 in population); funds can be used for operating or capital expenses, although Michigan has used them primarily for operating assistance. Funding Source(s): Federal 14,400,000 Local 200,000
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Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$177,876,100	Total of all applicable line item appropriations.
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DOT-Federal Transit Act	14,400,000	Federal transit grants for operating and capital assistance to nonurban transit systems authorized by Section 5311 of Title 49 USC as amended by SAFETEA-LU.
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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 (CTF)	163,276,100	State restricted fund 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 revenue.
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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	Leases, taxes, insurance, maintenance and repair, and railbanking activities for approximately 650 miles of state-owned rail facilities.
		Funding Source(s): Restricted 1,000,000

Related Boilerplate Section(s): None

Detroit/Wayne county port authority	500,000	Operating assistance to Detroit/Wayne County Port Authority.
		Funding Source(s): Restricted 500,000

Related Boilerplate Section(s): 706

Intercity bus equipment	1,800,000	Funds to purchase bus equipment for use by intercity carriers; equipment use 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 sale of these buses at retirement is returned to program.
		Funding Source(s): Restricted 1,800,000

Related Boilerplate Section(s): 701, 708, 730

Rail passenger service	8,200,000	Restricted funds for operating assistance for Port Huron to Chicago and Grand Rapids to Chicago routes; federal funds may be available for track/right-of-way upgrade, train signal systems, grade crossing protection, train equipment, and passenger stations for above two routes and the Detroit to Chicago corridor.
		Funding Source(s): Federal 1,000,000 Restricted 7,200,000

Related Boilerplate Section(s): 704, 711

Freight preservation and development	3,942,900 3,492,900	Capital improvements to preserve/improve state-owned railroads and for rail-freight economic development projects. Governor veto of Sections 728 and 738 reduced line by \$450,000 from enrolled bill amount.
		Funding Source(s): Federal 100,000 Restricted 3,392,900

Related Boilerplate Section(s): 702, 704

Rail infrastructure loan program	100,000	Revolving loan fund used to help finance improvements to Michigan's privately-owned rail freight infrastructure.
		Funding Source(s): Restricted 100,000

Related Boilerplate Section(s): 705

Intercity bus service development	4,850,000	Operating assistance for intercity bus operations providing essential service on certain routes threatened with abandonment; marketing efforts; 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, 710, 729</i>		
Marine passenger services	400,000	Capital assistance for marine passenger systems which currently include Eastern Upper Peninsula Transportation Authority (St. Mary's River ferry service), and Beaver Island Transportation Authority (ferry service between Beaver Island and Charlevoix). Funding Source(s): Restricted 400,000
<i>Related Boilerplate Section(s): None</i>		
Terminal development	1,551,300	Purchase, construct, or rehabilitate intermodal passenger facilities, and related equipment, serving communities throughout Michigan. Funding Source(s): Restricted 1,551,300
<i>Related Boilerplate Section(s): 305, 731</i>		
GROSS APPROPRIATION	\$22,344,200 \$21,894,200	Total of all applicable line item appropriations.
DOT-federal transit act	3,500,000	Funds from a portion of FTA funds (Section 5311 of Title 49 USC); used for Intercity Bus Service Development line item; historically, MDOT has allocated these funds for intercity bus service in the Upper Peninsula, and intermodal facilities shared by local transit authorities and intercity bus carriers.
DOT-FRA, local rail service assistance	100,000	Federal Railroad Administration funds awarded by competitive grant application for freight preservation and development; used for Freight Preservation and Development line.
DOT-FRA, rail passenger/HSGT	1,000,000	Federal Railroad Administration grants for rail grade, corridor, and signal improvements to support high speed passenger service on selected rail passenger routes.
Rail preservation fund	2,000,000	Revenue from disposition/sale of state-owned rail property; used for Freight Preservation and Development line. <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 for Intercity Bus Equipment line. <i>Related Boilerplate Section(s): 701</i>
Comprehensive transportation fund (CTF)	14,694,200 14,244,200	State restricted fund for public transportation purposes; Act 51 appropriates not less than 10% of 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 revenue.

SECTION 118: PUBLIC TRANSPORTATION DEVELOPMENT

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

Specialized services	\$8,200,100	Act 51 requires a minimum of \$3,600,100 (CTF) be appropriated for this line to support transit service to the elderly and persons with disabilities; federal revenue funds New Freedom program (operating or capital assistance for transportation services for persons with disabilities; focus is on access to employment).
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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 a minimum of \$2.0 million (CTF) be appropriated for this line; distributed to local communities in Wayne, Oakland, and Macomb counties for public transportation services.
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Funding Source(s):	Restricted	2,000,000
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Related Boilerplate Section(s): None

Bus capital	46,852,200	Funds help meet capital equipment needs of local bus systems and specialized services systems; federal funds from Federal Transit Act (49 USC) programs; Act 51 requires CTF provide 66 2/3 % of non-federal match.
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Funding Source(s):	Federal	30,000,000
	Local	500,000
	Restricted	16,352,200

Related Boilerplate Section(s): 721

Van pooling	195,000	Continuation of "MichVan" vanpool services to qualified commuting groups in the state; used for service development/administrative costs of MichVan.
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Funding Source(s):	Restricted	195,000
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Related Boilerplate Section(s): None

Service initiatives	1,750,000	Spending authority for federal transit-related research, training, demonstration, and technical projects; in prior years, line included CTF for state funded projects and match for federal grants.
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Funding Source(s):	Federal	1,400,000
	Local	350,000

Related Boilerplate Section(s): None

Transportation to work	8,600,000	Transportation services which help remove transportation as a barrier to employment for public assistance recipients; state funds primarily match federal Job Access/Reverse Commute grants.
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Funding Source(s):	Federal	5,300,000
	Restricted	3,300,000

Related Boilerplate Section(s): 722

GROSS APPROPRIATION	\$67,597,300	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 SAFETEA-LU.
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Comprehensive transportation fund (CTF)	25,447,300	State restricted funds for public transportation purposes.
Local funds	850,000	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 revenue.

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

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

Sec. 211. Receive and Retain Reports

Provides guidelines regarding record retention.

Sec. 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. 261. Employee Discipline

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

Sec. 301. Permit Fees/Bridge Tolls

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

Sec. 303. Legislative Report

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

Sec. 304. Confidentiality of Bid Documents

Provides for confidentiality of highway project bid documents.

Sec. 305. Lease of Space in Public Transportation Property

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

Sec. 306. 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 1 of each year.

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 Construction

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, 2006.

Sec. 319. Rest Area Maintenance

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

Sec. 324. Construction Zone Traffic Law Enforcement

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

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

Requires Department to continue MBE/WBE program; March 31, 2006 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 – VETOED

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 violates federal law and is 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; provides for withholding of state assistance for violation. The Governor has indicated that subsection (2) attempts to amend Act 51 by reference and is therefore unenforceable.

Sec. 374. MDOT Employee Newsletters

Requires Department to distribute employee newsletters electronically.

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 appropriations made in Act.

Sec. 376. Deferred Project Report

Requires report by October 15, 2005, on status of 17 projects deferred in 2003 and subsequently restored to five-year plan.

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 of Multi-Modal employees to funds appropriated in sections 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. Makes exception for federally-funded capital projects, and construction or safety inspections of rail projects.

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 quarterly report on use of state airplanes; prohibits transport of employees of institutions of higher education, and local government employees.

Sec. 384. Intelligent Transportation Service Report

Requires report on intelligent transportation service centers by December 1, 2005.

Sec. 385. Emerald Ash Borer Report

Requires report on EAB infestation on state trunklines, and department remediation efforts, by February 1, 2006.

Sec. 387. Plans for I-96/M-59 Interchange

Requires report on plans related to interchange upgrade by April 1, 2006.

Sec. 401. Federal Aid – Distribution Report

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

Sec. 501. Motor Carrier Act

Describes 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 – Use of Transportation Funds by 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, 2006.

Sec. 602. Manufactured Pipe

Provides standards for use and testing of manufactured pipe.

Sec. 603. Traffic Congestion

Directs Department to consider 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 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; report due January 1, 2007.

Sec. 612. Incentive/Disincentive Contracts

Requires Department to establish guidelines for use of incentive/disincentive contracts; establishes a reporting requirement; report due January 1, 2006.

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

Provides project earmark.

Sec. 636. Full Interchange on I-69 at Graham Rd in Lapeer County – VETOED

Provides project earmark.

Sec. 637. Non-motorized Vehicle Bridge in Traverse City – VETOED

Provides project earmark.

Sec. 638. I-96/Latson Road Interchange in Livingston County – VETOED

Provides project earmark.

Sec. 639. Signs for Drivers

Requires Department to plan and schedule placing of signs to direct drivers to drive on right side of roadway per Michigan Vehicle Code.

Sec. 640. Signs for Drivers

Requires Department to plan and schedule placing of signs to direct drivers to yield to emergency vehicles per Michigan Vehicle Code.

Sec. 641. US-127 and Mission Rd Interchange in Isabella County – VETOED

Provides project earmark.

Sec. 643. US-127 Matching Funds – VETOED

Requires state match for congressional earmark.

Sec. 644. Congestion Reduction I-75 in Oakland County – VETOED

Requires Department to reduce congestion.

Sec. 645. Intersection Improvements Woodward/Lincoln in Birmingham – VETOED

Provides project earmark.

Sec. 646. Median Improvements Square Lake Road in Bloomfield Township – VETOED

Provides project earmark.

Sec. 647. Mackinac State Park Commission Roads and Trails – VETOED

Provides project earmark.

Sec. 648. Intersection Improvements US-2 in Delta County – VETOED

Provides project earmark.

Sec. 649. Interchange Improvements I-96 at Wixom in Oakland County – VETOED

Provides project earmark.

Sec. 650. Intersection Improvements Ford/Beck Roads in Wayne County – VETOED

Provides project earmark.

Sec. 651. Widening M-59 in Macomb and Oakland Counties – VETOED

Provides project earmark.

Sec. 652. Interchanges Improvements I-75 in Gaylord – VETOED

Provides project earmark.

Sec. 653. Flooding Problems on M-13/Flint River Bridge in Saginaw County – VETOED

Requires Department to work with local officials to address flooding problems.

Sec. 654. Mackinac Bridge Authority

Establishes quarterly reporting requirement on Department activities associated with the Mackinac Bridge.

Sec. 701. Intercity Bus Equipment Fund

Provides for separate accounting and carry forward authority for this fund.

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

Sec. 705. Rail Infrastructure Loan Program

References program guidelines in Public Act 295 of 1976.

Sec. 706. Detroit/Wayne County Port Authority

Provides for report due by February 15, 2006.

Sec. 707. Local Bus Operating

Provides guidelines for distribution of local bus operating appropriation (language from Act 51); includes restrictions on grants to the Detroit Transportation Corporation (People Mover). The Governor has indicated that this subsection 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. 710. Transit Agency and Intercity Bus Routes

Prohibits transit agencies from duplicating intercity service under regional service programs. Requires that intercity bus providers be given an opportunity to bid on regional service. The Governor has indicated that Subsection (2) attempts to amend Act 51 by reference and is therefore unenforceable.

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 \$6.1 million; authorizes an additional \$1.0 million if AMTRAK relocates certain maintenance facilities to Michigan; provides for report by January 1, 2006.

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, 2006.

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. The Governor has indicated that subsections (5) and (6) attempt to amend Act 51 by reference and are therefore unenforceable.

Sec. 734. Transit Agency Service Performance Measures

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

Sec. 737. Intercity Bus / Rail Coordination

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

Sec. 738. Rail Project Owosso/Oakley/Chesaning– VETOED

Provides project earmark.

Sec. 734. Transit Agency Bus Size

Directs transit agencies not to assign buses longer than 40 feet to fixed route service if not warranted by ridership.

Sec. 801. State Aeronautics Fund

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

Sec. 805. Aeronautics Debt Service

Transfers State Aeronautics Fund ASAP debt service to CTF for debt service on CTF bonds issued for ASAP program.



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