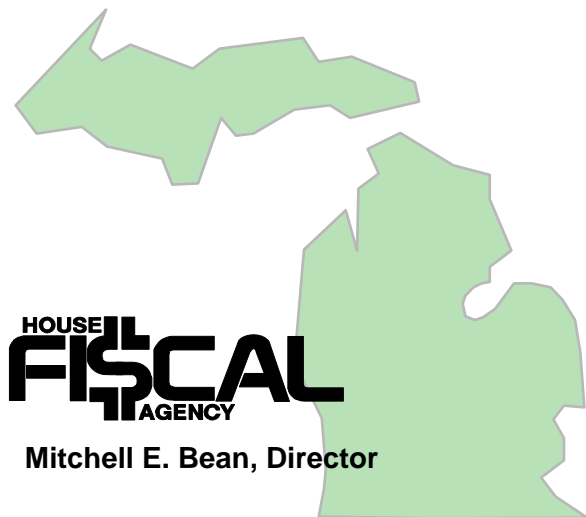


# LINE ITEM AND BOILERPLATE SUMMARY

## TRANSPORTATION

Fiscal Year 2009-10  
Public Act 116 of 2009  
Senate Bill 254

As Enacted



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

January 2010

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**Andy Dillon**

**George Cushingberry, Jr.**

**Chuck Moss**

**Kevin Elsenheimer**

**Chuck Moss**

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HOUSE FISCAL AGENCY

**MITCHELL E. BEAN, DIRECTOR**

P.O. Box 30014 ■ LANSING, MICHIGAN 48909-7514  
PHONE: (517) 373-8080 ■ FAX: (517) 373-5874  
[www.house.mi.gov/hfa](http://www.house.mi.gov/hfa)

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January 2010

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2009-10 appropriation acts. Each **Summary** contains line-by-line appropriation and revenue source detail, and a brief explanation of each boilerplate section in the appropriation bill.

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

Line Item Summaries are available on the HFA website ([www.house.mi.gov/hfa](http://www.house.mi.gov/hfa)), or from Kathryn Bateson, Administrative Assistant (373-8080 or [kbateson@house.mi.gov](mailto:kbateson@house.mi.gov)).

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

Mitchell E. Bean, Director



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# GLOSSARY

## STATE BUDGET TERMS

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

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

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

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

## APPROPRIATION BILL TERMS

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

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

## REVENUE SOURCES

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

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

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

**Local Revenue:** Revenue from local units of government.

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

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

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

## MAJOR STATE FUNDS

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

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

**General Fund:** The General Fund (funded from taxes and other general revenue) is used to account for the

ordinary operations of a governmental unit that are not accounted for in another fund.



## REVENUE SOURCES FOR TRANSPORTATION APPROPRIATIONS

### FEDERAL REVENUE

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

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

**DOT-FHWA:** Administered by the FHWA 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 FTA for public transportation programs.

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

In addition to these SAFETEA-LU programs, Federal Aeronautics Administration grants are made available to the state under the authority of a separate authorizing statute.

### STATE RESTRICTED REVENUE

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

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

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

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

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

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

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

**STATE RESTRICTED REVENUE CONT.**

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

**LOCAL BRIDGE FUND (LBF):** Established by 2004 PA 384, an amendment to Act 51, to provide financial assistance to local highway authorities for the preservation, improvement, or reconstruction of existing bridges, or the construction of bridges to replace existing bridges, in whole or part. Revenue provided from an earmark of 1/2 cent of the gasoline excise tax (equal to approximately \$23.0 million), and a \$5.0 million earmark of MTF revenue.

## MICHIGAN DEPARTMENT OF TRANSPORTATION

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

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

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

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	3,008.3	Full-time equated (FTE) positions in the state classified service.
Total full-time equated positions	3,014.3	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>
<b>GROSS APPROPRIATION</b>	<del>\$3,257,748,000</del> <b>\$3,257,048,000</b>	<b>Total of all applicable line item appropriations.</b>
Total interdepartmental grants/intrdepartmental transfers	0	Total of all funds received from other departments and transfer of funds.
<b>ADJUSTED GROSS APPROPRIATIONS</b>	<del>\$3,257,748,000</del> <b>\$3,257,048,000</b>	<b>Total all line item gross appropriations less interdepartmental grants (IDGs) or intradepartmental transfers (IDTs) received.</b>
Total federal revenue	<del>1,227,204,500</del> 1,226,804,500	Total federal grant or matchable revenue.
Total local revenue	56,073,400	Total revenue from local units of government.
Total private revenue	0	Total private grant revenue.
Total state restricted revenue	<del>1,974,470,100</del> 1,974,170,100	State revenue dedicated to a specific fund (other than the General Fund) or revenue earmarked for a specific purpose.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

*Note: The Governor's vetoes of boilerplate sections 306(3), 324, and 729 reduced spending authority by \$700,000 from the amount appropriated in the enrolled bill. The amounts formatted in ~~strikeout~~ are as appropriated in the enrolled bill. The amounts below each strikeout number represent actual spending authority in the enacted bill 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	\$203,625,200	Principal and interest payments on various debt issues, the proceeds of which were used for state trunkline preservation or capacity improvement projects, or for refunding prior debt issues. Build Michigan I, Build Michigan III, Preserve First, and Jobs Today programs were financed, in part, through bonding. Includes debt service related to federal grant anticipation (GARVEE) Bonds.
		Funding Source(s):    Federal    58,163,500 Restricted    145,461,700
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Economic development	9,228,200	Principal and interest payments on various TEDF bond programs, including bonds issued to fund category "A" and "B" road projects (1989), Build Michigan III economic development projects (2001), and refunding bonds (1998 and 2002).
		Funding Source(s):    Restricted    9,228,200
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Local bridge fund	3,318,700	Act 51 distribution from the MTF for debt service on 1992 bonds issued to finance local agency bridge projects.
		Funding Source(s):    Restricted    3,318,700
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Blue Water Bridge fund	2,149,600	Principal and interest payments on 1996 bonds used to finance Blue Water Bridge projects.
		Funding Source(s):    Restricted    2,149,600
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Airport safety and protection plan	3,472,400	Debt service related to CTF bonds issued for airport improvement and security projects.
		Funding Source(s):    Restricted    3,472,400
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
Comprehensive transportation	29,843,200	Principal and interest payments on CTF bonds issued for public transportation purposes.
		Funding Source(s):    Restricted    29,843,200
		<i>Related Boilerplate Section(s): None</i>
<hr/>		
<b>GROSS APPROPRIATION</b>	<b>\$251,637,300</b>	<b>Total of all applicable line item appropriations.</b>
<hr/>		
DOT-FHWA highway research, planning, and construction	58,163,500	Federal funds pledged by MDOT for debt service on federal revenue anticipation (GARVEE) notes and bonds.
<hr/>		
Blue water bridge fund	2,149,600	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
<hr/>		
Comprehensive transportation fund (CTF)	29,843,200	State restricted fund dedicated for public transportation purposes.
<hr/>		
Economic development	9,228,200	Fund established by 1987 PA 231 to help fund highway, road, and street

fund (EDF)		projects that support economic growth.
Local bridge fund	3,318,700	Established by 2004 PA 384, an amendment to Act 51.
State aeronautics fund (SAF)	3,472,400	State restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund (STF)	145,461,700	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

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

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

*In addition to the line item appropriations shown below, Section 708 of 2009 PA 128 (General Government appropriations) authorizes the Department of Management and Budget (DMB) to assess transportation funds a proportionate share of MAIN accounting system costs.*

MTF grant to department of environmental quality	\$1,087,100	Supports Department of Environmental Quality, Land and Water Management Division environmental clearance activities for state and local road and bridge construction projects. Funding Source(s): Restricted 1,087,100 <i>Related Boilerplate Section(s): 306</i>
<hr/>		
MTF grant to department of state for collection of revenue and fees	20,000,000	Costs attributable to collection of transportation revenue from vehicle title and registration taxes processed by the Department of State. Grant limited to \$20.0 million by Act 51, as amended by 2003 PA 151. Funding Source(s): Restricted 20,000,000 <i>Related Boilerplate Section(s): 306</i>
<hr/>		
MTF grant to department of treasury <b>PARTIAL VETO</b>	<del>7,440,700</del> 7,340,700	Costs attributable to collection of motor fuel taxes. Line reflects veto of boilerplate section 306(3) which had required a cost allocation study estimated to cost \$100,000. Funding Source(s): Restricted <del>7,440,700</del> 7,370,700 <i>Related Boilerplate Section(s): 306</i>
<hr/>		
MTF grant to legislative auditor general	204,300	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted 204,300 <i>Related Boilerplate Section(s): 306</i>
<hr/>		
STF grant to department of attorney general	2,867,400	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted 2,867,400 <i>Related Boilerplate Section(s): 306</i>
<hr/>		
STF grant to civil service commission	5,697,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 5,697,000 <i>Related Boilerplate Section(s): 204, 306</i>
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STF grant to department of history, arts, and libraries	83,100	Costs of record retention at state records center. Funding Source(s): Restricted 83,100 <i>Related Boilerplate Section(s): 306</i>

STF grant to department of management and budget	1,105,200	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the STF. Funding Source(s): Restricted 1,105,200 <i>Related Boilerplate Section(s): 306</i>
STF grant to department of state police	9,808,000	Supports Michigan State Police, Motor Carrier Enforcement, and the transportation portion of Criminal Justice Information Center. Funding Source(s): Restricted 9,808,000 <i>Related Boilerplate Section(s): 306</i>
STF grant to department of treasury	179,100	Investment activity costs attributable to STF funds managed by the Department of Treasury. Funding Source(s): Restricted 179,100 <i>Related Boilerplate Section(s): 306</i>
STF grant to legislative auditor general	474,600	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted 474,600 <i>Related Boilerplate Section(s): 306</i>
SAF grant to department of attorney general	160,300	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted 160,300 <i>Related Boilerplate Section(s): 306</i>
SAF grant to civil service commission	150,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 150,000 <i>Related Boilerplate Section(s): 204, 306</i>
SAF grant to department of history, arts, and libraries	1,900	Costs of record retention at state records center. Funding Source(s): Restricted 1,900 <i>Related Boilerplate Section(s): 306</i>
SAF grant to department of management and budget	22,800	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the SAF. Funding Source(s): Restricted 22,800 <i>Related Boilerplate Section(s): 306</i>
SAF grant to department of treasury	74,700	Investment activity costs attributable to SAF funds managed by the Department of Treasury. Funding Source(s): Restricted 74,700 <i>Related Boilerplate Section(s): 306</i>
SAF grant to legislative auditor general	19,600	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted 19,600 <i>Related Boilerplate Section(s): 306</i>
CTF grant to department of attorney general	162,400	Legal services and litigation costs of the Attorney General in support of transportation programs. Funding Source(s): Restricted 162,400 <i>Related Boilerplate Section(s): 306</i>
CTF grant to civil service commission	200,000	Civil service administrative expenses for MDOT, based on constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 200,000 <i>Related Boilerplate Section(s): 204, 306</i>

CTF grant to department of history, arts, and libraries	2,700	Costs of record retention at state records center. Funding Source(s): Restricted	2,700
<i>Related Boilerplate Section(s): 306</i>			
CTF grant to department of management and budget	32,100	Accounting, budget, payroll, purchasing, and mail services from DMB attributable to the CTF. Funding Source(s): Restricted	32,100
<i>Related Boilerplate Section(s): 306</i>			
CTF grant to department of treasury	4,100	Investment activity costs attributable to CTF funds managed by the Department of Treasury. Funding Source(s): Restricted	4,100
<i>Related Boilerplate Section(s): 306</i>			
CTF grant to legislative auditor general	25,200	Audit costs attributable to transportation programs and funds. Funding Source(s): Restricted	25,200
<i>Related Boilerplate Section(s): 306</i>			
<b>GROSS APPROPRIATION</b>	<del>\$49,802,300</del> <b>\$49,702,300</b>	<b>Total of all applicable line item appropriations.</b>	
Comprehensive transportation fund (CTF)	426,500	State restricted fund dedicated for public transportation purposes.	
Michigan transportation fund (MTF)	<del>28,732,400</del> 28,632,100	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.	
State aeronautics fund (SAF)	429,300	State restricted fund dedicated for aviation development, regulation, and promotion.	
State trunkline fund (STF)	20,214,400	State restricted fund dedicated for state trunkline programs.	
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>	



## SECTION 104: EXECUTIVE DIRECTION

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

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	31.3	Full-time equated (FTE) positions in the state classified service.
Unclassified salaries	\$602,800	Provides spending authority for salaries of six unclassified FTE positions: Department Director, Business Development Director, Office of Communications Director, Office of Governmental Affairs Director, State Transportation Commission Advisor, and one additional position which is currently unfilled. Funding Source(s): Restricted 602,800 <i>Related Boilerplate Section(s): None</i>
Asset management council	1,626,400	Provides data collection and related support for the Asset Management Council established by 2002 PA 499. Staff support is provided from the Transportation Planning appropriation unit. Funding Source(s): Restricted 1,626,400 <i>Related Boilerplate Section(s): None</i>
Commission audit – 31.3 FTE positions	3,574,600	Office of Commission Audits was established by Section 17a of Act 51 to conduct financial and performance audits. The Commission Auditor is appointed by and serves at the pleasure of the State Transportation Commission. Funding Source(s): Restricted 3,574,600 <i>Related Boilerplate Section(s): 314</i>
<b>GROSS APPROPRIATION</b>	<b>\$5,803,800</b>	<b>Total of all applicable line item appropriations.</b>
Michigan transportation fund (MTF)	1,626,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State trunkline fund (STF)	4,177,400	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 105: BUSINESS SUPPORT

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

Full-time equated classified positions	57.0	Full time equated (FTE) positions in the state classified service.
Business support services – 48.0 FTE positions	\$6,050,900	Salaries, benefits, and other costs of Executive Office support staff, Office of Communications, Office of Governmental Affairs, Office of Business Development, and Chief Administrative Officer. The Disadvantaged Business Enterprise program within the Office of Business Development monitors for compliance with state and federal laws governing contracting practices. Funding Source(s): Restricted 6,050,900 <i>Related Boilerplate Section(s): 334, 374, 375</i>
Economic development and enhancement programs – 9.0 FTE positions	1,175,200	Salaries, benefits, and other operating costs of Office of Transportation Economic Development and Enhancement (TEDF). Appropriations for TEDF and Enhancement grant programs are in other appropriation units. Funding Source(s): Restricted 1,175,200 <i>Related Boilerplate Section(s): None</i>
Property management	8,642,100	DMB property management charges for occupancy of state-owned buildings (Transportation Building, part of North Ottawa Building, Secondary Complex buildings for Photo Lab, Testing and Research, and Central Warehouse) and rent for privately-owned land or buildings at locations across the state. Funding Source(s): Restricted 8,642,100 <i>Related Boilerplate Section(s): None</i>
Worker's compensation	1,726,700	Estimated cost of worker's compensation insurance. Funding Source(s): Restricted 1,726,700 <i>Related Boilerplate Section(s): None</i>
<b>GROSS APPROPRIATION</b>	<b>\$17,594,900</b>	<b>Total of all applicable line item appropriations.</b>
Comprehensive transportation fund (CTF)	1,102,900	State restricted fund dedicated for public transportation purposes.
Economic development fund (EDF)	482,700	Fund established by 1987 PA 231 to help fund highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	185,000	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	549,600	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	15,274,700	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 106: INFORMATION TECHNOLOGY

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

Information technology services and projects	\$29,313,200	Provides spending authority for MDOT to reimburse DIT for IT services, projects, and IT inventory.
		Funding Source(s):
		Federal 510,800
		Restricted 28,802,400

*Related Boilerplate Section(s): 258, 259*

<b>GROSS APPROPRIATION</b>	<b>\$29,313,200</b>	<b>Total of all applicable line item appropriations.</b>
DOT-FHWA, highway research, planning, and construction	510,800	Federal funds available for some information technology applications.
Blue water bridge fund	48,200	Subsidiary fund of STF used for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund (CTF)	188,800	State restricted fund dedicated for public transportation purposes.
Economic development fund	37,100	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund (MTF)	249,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration taxes.
State aeronautics fund (SAF)	147,400	State restricted fund dedicated to aviation development, regulation, and promotion.
State trunkline fund (STF)	28,131,500	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 107: FINANCE, CONTRACTS, AND SUPPORT SERVICES

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

Full-time equated classified positions	243.5	Full-time equated (FTE) positions in the state classified service.
Financial operations – 80.0 FTE positions	\$8,029,600	Financial Operations Division provides budgetary and accounting control for all MDOT financial operations including preparation of financial reports/statements, project accounting, accounts payable/receivable functions. Financial Outreach Services Unit calculates, monitors, and reports on MTF monies distributed to local units of government. Funding Source(s): Restricted 8,029,600 <i>Related Boilerplate Section(s): None</i>
Contract services – 53.6 FTE positions	5,130,500	Contract Services Division manages purchasing and contracting activities including pre-qualifications, bid letting, and processing pay estimates for construction contracts. Funding Source(s): Restricted 5,130,500 <i>Related Boilerplate Section(s): None</i>
Department services – 41.9 FTE positions	5,351,400	Supports Department Services Division which provides engineering and other document reproduction, facilities management, and mail room support. The Mapping and Graphics Unit provides graphic art design and mapping services, including production of the official State Transportation Map. The Photo Lab provides specialized photographic services. Funding Source(s): Restricted 5,351,400 <i>Related Boilerplate Section(s): None</i>
Performance excellence – 13.0 FTE positions	1,560,300	The Office of Performance Excellence oversees and directs employee training and development programs, and total quality and reengineering efforts. Funding Source(s): Restricted 1,560,300 <i>Related Boilerplate Section(s): None</i>
Welcome center operations – 55.0 FTE positions	4,986,500	Department of Energy, Labor and Economic Growth operates 13 Welcome Centers at locations across the state under contract with MDOT; no MDOT employees are assigned to program. Funding Source(s): Restricted 4,986,500 <i>Related Boilerplate Section(s): None</i>
<b>GROSS APPROPRIATION</b>	<b>\$25,058,300</b>	<b>Total of all applicable line item appropriations.</b>
Michigan transportation fund (MTF)	1,625,200	Supports contract letting and project accounting for local units of government and administration of the Act 51-required MTF distribution to local units of government.
State trunkline fund (STF)	23,433,100	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 108: TRANSPORTATION PLANNING

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

Full-time equated classified positions	176.0	Full-time equated (FTE) positions in the state classified service.
Statewide planning services – 124.0 FTE positions	\$13,536,200	<p>This line supports four Bureau of Transportation Planning divisions: Executive, Intermodal Policy, Project Planning, and Statewide Transportation Planning. Activities include preparation of the State Transportation Improvement Program (STIP) in accordance with federal planning requirements, revenue analysis, executive direction and administration of the state trunkline capital outlay program.</p> <p>Operates/maintains the Transportation Management System and statewide Geographic Information Systems; coordinates developing performance-based asset management strategies (pavement and bridge) and urban highway planning.</p> <p>Prepares State Long Range Plan; assists in developing policies regarding passenger and freight transportation, environmental protection, international trade and border crossings, and Intelligent Transportation Systems.</p> <p>Funding Source(s): Federal 6,496,100 Restricted 7,040,100</p> <p><i>Related Boilerplate Section(s): None</i></p>
Data collection services – 52.0 FTE positions	5,893,400	<p>Supports Asset Management Division. Coordinates planning and engineering staff and equipment for field operations, systems monitoring, condition assessment, and travel information collection; provides travel demand analysis; supports comprehensive passenger and freight transportation planning; provides support for Asset Management Council.</p> <p>Funding Source(s): Federal 3,636,500 Restricted 2,256,900</p> <p><i>Related Boilerplate Section(s): None</i></p>
Specialized planning services and local studies	16,698,200	<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. Activities carried out primarily through contractors.</p> <p>Funding Source(s): Federal 11,867,400 Restricted 4,830,800</p> <p><i>Related Boilerplate Section(s): None</i></p>
Grants to regional planning councils	488,800	<p>Grants to regional planning agencies for data collection and analysis, public involvement, and coordination between agencies.</p> <p>Funding Source(s): Restricted 488,800</p> <p><i>Related Boilerplate Section(s): None</i></p>
<b>GROSS APPROPRIATION</b>	<b>\$36,616,600</b>	<b>Total of all applicable line item appropriations.</b>

DOT-FHWA highway research, planning, and construction	22,000,000	Federal funds, designated for statewide planning activities, are derived from 2% set-aside of certain federal-aid programs.
Comprehensive transportation fund (CTF)	960,300	Restricted funds that support public transportation components of statewide transportation planning.
Michigan transportation fund (MTF)	6,304,500	Primary collection/distribution fund for revenue from motor fuel and vehicle registration taxes. Supports statewide planning activities.
State aeronautics fund (SAF)	75,000	Restricted funds that support aviation components of statewide transportation planning.
State trunkline fund (STF)	7,276,800	State restricted fund dedicated for state trunkline programs.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 109: DESIGN AND ENGINEERING SERVICES

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

Full-time equated classified positions	1,494.8	Full-time equated (FTE) positions in the state classified service.
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Engineering services – 787.1 FTE positions	\$62,992,700	Salaries, benefits, and other operating costs of MDOT's construction, testing, and traffic and safety functions, performed from Lansing central office and seven MDOT regions. Functions include: engineering supervision/management oversight of state highway and bridge reconstruction/improvement projects; materials sampling/testing; design services including geotechnical analysis (soil testing services), environmental investigation/remediation, development of construction specifications, consultant management, and bridge plan review. MDOT's pavement and bridge management systems are also funded from this line.
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Other activities include life-cycle cost analysis, traffic studies, traffic signal upgrading/modernization, traffic signing and pavement marking, safety programs, geometric design development and review, and traffic engineering data collection and support services.

Funding Source(s):	Federal	17,319,300
	Restricted	45,673,400

*Related Boilerplate Section(s): None*

Program services – 695.7 FTE positions	40,423,400	Salaries, benefits, and other operating costs of MDOT's highway development functions performed from Lansing central office and seven MDOT regions. Includes executive/administrative oversight of Bureau of Highways; design functions including preparation of land surveys, route location studies; design plans for all trunkline roads, bridges, and appurtenances; and the following:
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Local Agency Programs Unit: Fiscal, programmatic, and administrative agent for federally-funded local road projects.

Real Estate Division: Manages right-of-way appraisal, acquisition, relocation, clearance, and property management functions.

Utilities and Permits Section: Coordinates construction project utility relocation; controls use of right-of-way through permit process.

Attorney General - Transportation Division: Legal counsel to MDOT for construction contract issues, right-of-way condemnation, and environmental law; represents MDOT in tort litigation and actions to obtain reimbursement from motorists for damages to highway features.

Funding Source(s):	Restricted	40,423,400
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*Related Boilerplate Section(s): None*

Intelligent transportation systems operations – 12.0 FTE positions	10,785,400	Salaries, benefits, and other operating costs related to MDOT Intelligent Transportation Systems operations, including MITS.		
		Funding Source(s):	Federal	6,210,500
			Restricted	4,574,900

*Related Boilerplate Section(s): None*

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**GROSS APPROPRIATION \$114,201,500 Total of all applicable line item appropriations.**

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DOT-FHWA highway research, planning, and construction	23,529,800	Federal funds support research, materials and technology, quality control and assurance testing. Also used for MITS and Safe Routes to Schools programs.
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Michigan transportation fund (MTF)	5,835,200	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.
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State trunkline fund (STF)	84,836,500	State restricted fund dedicated for state trunkline programs.
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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 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	834.7	Full-time equated (FTE) positions in the state classified service.
State trunkline operations – 834.7 FTE positions	\$136,667,800	<p>Labor, material, equipment, and other operational costs of state trunkline maintenance activities performed by MDOT maintenance crews. Includes routine/reactive maintenance such as pavement maintenance, bridge maintenance, roadside mowing, guardrail repair, and winter snow removal.</p> <p style="text-align: right;">Funding Source(s): Restricted 136,667,800</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 207, 319, 610</i></p>
Contract operations	149,860,300	<p>State trunkline maintenance activities performed primarily by certain county road commissions and municipalities under contract with MDOT. MDOT also contracts with private contractors for certain maintenance activities.</p> <p style="text-align: right;">Funding Source(s): Restricted 149,860,300</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 207, 319, 610</i></p>
<b>GROSS APPROPRIATION</b>	<b>\$286,528,100</b>	<b>Total of all applicable line item appropriations.</b>
State trunkline fund (STF)	286,528,100	State restricted fund dedicated for state trunkline highway purposes.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 111: ROAD AND BRIDGE PROGRAMS

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

State trunkline federal aid and road and bridge construction	\$794,418,800	State trunkline capital road and bridge construction program; court judgments and highway settlements of highway negligence lawsuits are also charged to this line item.
PARTIAL VETO	\$793,918,800	

The Governor vetoed Boilerplate section 324 which earmarked \$500,000 for the "Give 'em a brake" campaign.

Funding Source(s):	Federal	707,212,600
		706,812,600
	Local	30,000,000
	Restricted	57,206,200
		57,106,200

*Related Boilerplate Section(s): 307, 308, 312, 334, 353, 401, 601, 612*

Local federal aid and road and bridge construction	248,751,000	Act 51 requires that an average of 25% of federal aid, excluding certain program categories, be allocated to local road agencies for eligible local road and bridge construction projects. This line is a placeholder representing the current year estimate of that allocation.
		Funding Source(s): Federal 248,751,000

*Related Boilerplate Section(s): 308, 357, 401*

Grants to local programs	33,000,000	Act 51 allocation to Local Program Fund; distributed 64.2% to county road commissions and 35.8% to cities and villages.
		Funding Source(s): Restricted 33,000,000

*Related Boilerplate Section(s): None*

Rail grade crossing	3,000,000	Act 51 allocation for rail grade crossing program.
		Funding Source(s): Restricted 3,000,000

*Related Boilerplate Section(s): None*

Local bridge program	26,905,000	Act 51 allocation used to repair or replace local bridges.
		Funding Source(s): Restricted 26,905,000

*Related Boilerplate Section(s): 503*

County road commissions	568,937,400	Act 51 allocation of 39.1% of net MTF revenue. The appropriation is based on estimated revenue; actual distribution to county road commission will be based on actual MTF revenue and Act 51 external formula. Distribution to specific county road commissions is governed by the Act 51 internal formula (includes urban, primary, and local road miles, vehicle registration tax receipts, and population factors).
		Funding Source(s): Restricted 568,937,400

*Related Boilerplate Section(s): 303, 502*

Cities and villages	317,208,000	Act 51 allocation of 21.8% of net MTF revenue. The appropriation is based on estimated revenue; actual distribution to cities and villages will be based on actual MTF revenue and Act 51 external formula. Distribution to specific cities and villages is governed by Act 51 internal formula (includes population, state trunkline mileage, major street mileage, and local street mileage factors).
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Funding Source(s): Restricted 317,208,000

*Related Boilerplate Section(s): 303, 502*

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<b>GROSS APPROPRIATION</b>	<del>\$1,992,220,200</del> <b>\$1,991,720,200</b>	<b>Total of all applicable line item appropriations.</b>
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DOT-FHWA highway research, planning, and construction	<del>955,963,600</del> 955,563,600	Federal road construction grants from major SAFETEA-LU program categories (Interstate Maintenance, National Highway System, Surface Transportation Program, etc.).
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Local funds	30,000,000	City or village cost participation for opening, widening, or improving state trunkline highways as required by Act 51.
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Blue water bridge fund	7,107,300	Subsidiary fund of STF used to account for debt service, capital projects, maintenance and operating costs of Blue Water Bridge.
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Local bridge fund	26,905,000	Fund established by 2004 PA 384 which amended Act 51. Dedicated for local bridge program; revenue derived from two earmarks: 1/2 cent of gasoline motor fuel excise tax plus \$5.0 million from the MTF.
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Michigan transportation fund (MTF)	922,145,400	Primary collection/distribution fund for state transportation revenue from motor fuel and vehicle registration taxes; allocated by Act 51 to Local Program Fund, rail grade crossing account, Local Bridge Fund, county road commissions, and cities and villages.
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State trunkline fund (STF)	<del>50,098,900</del> 49,998,900	State restricted fund dedicated for state trunkline highway purposes.
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<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>
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## SECTION 112: BLUE WATER BRIDGE

Full-time equated classified positions	41.0	Full-time equated (FTE) positions in the state classified service.
Blue Water Bridge operations – 41.0 FTE positions	\$5,401,200	Operating and maintenance costs for the twin-span Blue Water Bridge. Funding Source(s):    Restricted    5,401,200 <i>Related Boilerplate Section(s): None</i>
<b>GROSS APPROPRIATION</b>	<b>\$5,401,200</b>	<b>Total of all applicable line item appropriations.</b>
Blue water bridge fund (BWBF)	5,401,200	Subsidiary fund of STF used to account for debt service, capital projects, maintenance, and operating costs of Blue Water Bridge.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## SECTION 113: TRANSPORTATION ECONOMIC DEVELOPMENT FUND

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

Forest roads	\$5,040,000	<p>Category E (forest roads) receives \$5.0 million statutory earmark to facilitate safe/efficient transport of forest raw materials. Grant recipients are limited to county road commissions in counties that include a national lake shore, a national park, or in which 34% or more of the land area is commercial forest. Sec. 608 earmarked \$40,000 to build truck inspection stations in those same counties.</p> <p style="text-align: right;">Funding Source(s): Restricted 5,040,000</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 503, 608</i></p>
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Rural county urban system	2,500,000	<p>Category F receives \$2.5 million statutory earmark for urban areas (cities and villages with populations greater than 5,000) in rural counties (with populations of 400,000 or less). Projects must be for improvements to federal-aid-eligible roads and streets. Funds are available through competitive grant to eligible county, city, or village road agencies.</p> <p style="text-align: right;">Funding Source(s): Restricted 2,500,000</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 503</i></p>
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Target industries/economic redevelopment	8,863,400	<p>Category A (Target Industries) receives a \$3.5 million earmark of MTF revenue in Act 51, plus 50% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts.</p> <p>Category A is dedicated to capital road improvements related to economic development projects which create/retain permanent jobs in seven industries: agriculture and food processing, tourism, forestry, high technology research, mining, manufacturing, and office centers of not less than 50,000 square feet. Grants are competitively evaluated and may be awarded to any Act 51 eligible road agency (MDOT, county road commissions, cities, or villages).</p> <p>This program is administered jointly by MDOT's Office of Economic Development and Enhancement, and the Michigan Economic Development Corporation (MEDC).</p> <p style="text-align: right;">Funding Source(s): Restricted 8,863,400</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): 503</i></p>

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Urban county congestion	8,681,800	Category C (urban county congestion relief) receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts.
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Funds are available to counties with populations greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent), allocated among qualified counties by population-based formula, and may be used for road or transit projects related to urban congestion relief or advanced traffic management systems; applications are reviewed by urban task forces.

In addition to this line item appropriation, Act 51 earmarks 15% of the state's Equity Bonus federal-aid funds (highway construction funds formerly called Minimum Guarantee) to Category C. These federal funds are appropriated in boilerplate Section 503(3).

Funding Source(s): Restricted 8,681,800

*Related Boilerplate Section(s): 503*

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Rural county primary	8,681,800	Category D (rural county primary roads) receives 25% of net TEDF balance after deducting administrative costs, debt service, and category E and F amounts.
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Funds are available to county, city, or village road agencies in counties with populations of 400,000 or less to enhance local primary road and major street systems that link communities to the state trunkline system; and are allocated to regional task forces based on proportion of rural primary road mileage included in each region. Rural task forces identify specific projects for funds in each region and submit project list to MDOT.

In addition to this line item appropriation, Act 51 earmarks 16.5% of the state's Equity Bonus federal-aid funds (highway construction funds formerly called Minimum Guarantee) to Category D. These federal funds are appropriated in boilerplate Section 503(3).

Funding Source(s): Restricted 8,681,800

*Related Boilerplate Section(s): 503*

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<b>GROSS APPROPRIATION</b>	<b>\$33,767,000</b>	<b>Total of all applicable line item appropriations.</b>
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Economic development fund	33,767,000	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.
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<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>
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## SECTION 114: AERONAUTICS AND FREIGHT SERVICES

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

Full-time equated classified positions	84.0	Full-time equated (FTE) positions in the state classified service.
Airport improvement services – 30.0 FTE positions	\$2,936,000	Bureau of Aeronautics and Freight Services' Airports Division administers and provides project management for programming, planning, design, and construction of federal-aid and state-funded capital airport improvement projects. Airport Improvement Program projects are funded in the Capital Outlay section of this act. Funding Source(s): Restricted 2,936,000 <i>Related Boilerplate Section(s): 801</i>
Aviation services – 26.0 FTE positions	4,267,100	Aviation Services Division provides administrative services, fiscal coordination, and legislative liaison for aeronautics programs, administers all-weather airport access program, and supports the Michigan Aeronautics Commission. Air Transport Section in this line provides aircraft, pilots, and maintenance services to support airport inspection, safety and education programs, and airport development programs, as well as provision of air transport services to state agencies and personnel. Funding Source(s): Restricted 4,267,100 <i>Related Boilerplate Section(s): 383, 801</i>
Freight and safety services – 28.0 FTE positions	3,562,700	Administers freight services and rail safety program; coordinates rail freight services, facility preservation/development, and safety-related functions. Funding Source(s): Restricted 3,562,700 <i>Related Boilerplate Section(s): None</i>
Air service program	464,600	Provides grant assistance to the state's 18 commercial air service airports with a focus on smaller air service airports not eligible for federal aid. Program has three grant categories: Air Carrier Recruitment and Retention, Capital Improvement and Equipment, and Airport Awareness. Funding Source(s): Restricted 464,600 <i>Related Boilerplate Section(s): 801</i>
<b>GROSS APPROPRIATION</b>	<b>\$11,230,400</b>	<b>Total of all applicable line item appropriations.</b>
Comprehensive transportation fund (CTF)	1,541,400	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund (MTF)	2,021,300	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes, used in this appropriation unit to support statewide Railroad Safety, and Local Grade Crossing programs.
State aeronautics fund (SAF)	7,667,700	Restricted fund for aviation development, regulation, and promotion; revenue from aviation fuel taxes and licensing/registration fees.

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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 115: PUBLIC TRANSPORTATION SERVICES**

*This appropriation unit provides administrative support for state public transportation programs. The actual grant programs are funded from other appropriations units.*

Full-time equated classified positions	46.0	Full-time equated (FTE) positions in the state classified service.
Passenger transportation services – 46.0 FTE positions	\$5,455,400	Coordinates financial and technical assistance to local public transit programs, marine passenger programs, and intercity passenger services; implements intercity bus and limousine safety regulations.
		Funding Source(s): Federal 762,100 Restricted 4,693,300
<i>Related Boilerplate Section(s): 361</i>		
<b>GROSS APPROPRIATION</b>	<b>\$5,455,400</b>	<b>Total of all applicable line item appropriations.</b>
DOT, federal transit act	762,100	Federal transit grant funding.
Comprehensive transportation fund (CTF)	4,490,300	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund (MTF)	203,000	Primary collection/distribution fund for transportation revenue from motor fuel and vehicle registration taxes.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state’s primary operating fund; the portion of the state’s General Fund that does not include restricted revenue.</b>

## SECTION 116: BUS TRANSIT DIVISION: STATUTORY OPERATING

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

Local bus operating	\$166,624,000	Statutory operating assistance to local transit systems for a portion of eligible operating expenses. Act 51 provides reimbursement of up to 50% of eligible operating expense to transit systems in urbanized areas (population greater than 100,000) and up to 60% of eligible operating expense to transit systems in areas with populations of less than 100,000.	Funding Source(s): Restricted 166,624,000
<i>Related Boilerplate Section(s): 714, 734</i>			
Nonurban operating/capital	21,800,000	Federal transit grant funding available to local transit systems in non-urbanized areas of state (under 50,000 in population). Funds can be used for operating or capital assistance; Michigan has used primarily for operating assistance.	Funding Source(s): Federal 21,000,000 Local 800,000
<i>Related Boilerplate Section(s): 721</i>			
<b>GROSS APPROPRIATION</b>	<b>\$188,424,000</b>	<b>Total of all applicable line item appropriations.</b>	
DOT-federal transit act	21,000,000	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.	
Local funds	800,000	Local funding match for a portion of federal aid expenditures.	
Comprehensive Transportation Fund (CTF)	166,624,000	State restricted fund for public transportation purposes.	
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>	

## SECTION 117: INTERCITY PASSENGER AND FREIGHT

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

Freight property management	\$1,000,000	Leases, taxes, insurance, maintenance and repair, and rail-banking activities for state-owned rail facilities (approximately 530 miles of track).	
		Funding Source(s):	Restricted 1,000,000

*Related Boilerplate Section(s): None*

Detroit/Wayne county port authority	468,200	Operating assistance to Detroit/Wayne County Port Authority.	
		Funding Source(s):	Restricted 468,200

*Related Boilerplate Section(s): 706*

Intercity services PARTIAL VETO	<del>7,250,000</del> 7,150,000	This line item supports the Intercity bus equipment program under which MDOT purchases buses for lease to intercity carriers. Use of the buses is restricted to scheduled regular route services that originate in or are destined to points in Michigan, and which would otherwise be under-served by public transportation. Revenue from sale of buses at retirement is returned to program.	
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The line item also provides operating assistance for intercity bus operations providing essential service on certain routes that have been abandoned by private operators.

The Governor vetoed boilerplate Section 729 which had earmarked \$100,000 (CTF) to be used for lost ridership support and/or marketing efforts for intercity bus service.

	Funding Source(s):	
	Federal	4,500,000
	Local	50,000
	Restricted	<del>2,700,000</del> 2,600,000

*Related Boilerplate Section(s): 701, 708, 709, 731*

Rail passenger service	8,667,000	Restricted CTF revenue in this line funds operating assistance for Port Huron to Chicago and Grand Rapids to Chicago rail passenger service. Federal funds support capital improvements on the above two routes and on the Detroit/Chicago service corridor.	
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	Funding Source(s):	
	Federal	3,000,000
	Restricted	5,667,000

*Related Boilerplate Section(s): 711*

Freight preservation and development	3,364,200	Supports capital improvements to preserve/improve state-owned railroads and for rail-freight economic development projects.	
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	Funding Source(s):	
	Federal	100,000
	Restricted	3,264,200

*Related Boilerplate Section(s): 702*

Marine passenger service	400,000	Capital assistance for marine passenger systems. Eligible systems currently include the Eastern Upper Peninsula Transportation Authority (St. Mary's River ferry service), and the Beaver Island Transportation Authority (ferry service between Beaver Island and Charlevoix).	
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	Funding Source(s):	
	Restricted	400,000

*Related Boilerplate Section(s): None*

Terminal development	150,000	Funds for the purchase, construction, or rehabilitation of intermodal passenger facilities, and related equipment, serving communities throughout Michigan. Funding Source(s): Restricted 150,000 <i>Related Boilerplate Section(s): 305, 731</i>
<b>GROSS APPROPRIATION</b>	<del>\$21,299,400</del> <b>\$21,199,400</b>	<b>Total of all applicable line item appropriations.</b>
DOT-federal transit act	4,500,000	Funds provided from a portion of FTA funds (Section 5311 of Title 49 USC) used in the Intercity Services line item. Historically, MDOT has allocated these funds for intercity bus service in the Upper Peninsula, and intermodal facilities shared by local transit authorities and intercity bus carriers.
DOT-FRA, local rail service assistance	100,000	Used as a fund source in Freight Preservation and Development line; these Federal Railroad Administration funds are awarded by competitive grant application for freight preservation and development.
DOT-FRA, rail passenger/HSGT	3,000,000	Federal Railroad Administration grants for rail grade, corridor, and signal improvements to support high speed passenger service on selected rail passenger routes.
Local funds	50,000	Local funding match for a portion of federal aid expenditures.
Comprehensive transportation fund (CTF)	<del>9,649,400</del> 9,549,400	State restricted fund dedicated for public transportation purposes. Act 51 appropriates not less than 10% of appropriated CTF balance, after payment of debt service and administration, for intercity passenger and freight development.
Intercity bus equipment fund	2,000,000	Revenue primarily from sale of state-owned buses at retirement; used as a fund source in the Intercity Services line. <i>Related Boilerplate Section(s): 701</i>
Rail freight fund	2,000,000	Revenue primarily from the disposition/sale of state-owned rail property; used as a fund source in Freight Preservation and Development line. <i>Related Boilerplate Section(s): 702</i>
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

## 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	\$7,248,100	<p>Act 51 requires a minimum of \$3,600,100 (CTF) be appropriated for this line to support transit service to the elderly and persons with disabilities. Federal revenue in this line represents New Freedom program, a new program of operating and capital assistance for transportation services for persons with disabilities with focus on access to employment.</p> <p style="text-align: right;">Funding Source(s):    Federal    1,700,000  <span style="padding-left: 100px;">Local        1,700,000</span>  <span style="padding-left: 100px;">Restricted    3,848,100</span></p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>	
<hr/>			
Municipal credit program	1,873,000	<p>Act 51 requires a minimum appropriation of \$2.0 million (CTF) for this line; distributed to local communities in Wayne, Oakland, and Macomb counties for public transportation services.</p> <p style="text-align: right;">Funding Source(s):    Restricted    1,873,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>	
<hr/>			
Bus capital	38,178,200	<p>Provides funds for capital equipment needs of local bus systems and specialized services systems. Federal funds from Federal Transit Act (49 USC) programs. Act 51 requires the CTF to provide 66 2/3 % of non-federal match for federal capital grants, a minimum of \$8.0 million.</p> <p style="text-align: right;">Funding Source(s):    Federal    28,000,000  <span style="padding-left: 100px;">Local        5,000,000</span>  <span style="padding-left: 100px;">Restricted    5,178,200</span></p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 721</i></p>	
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Van pooling	195,000	<p>Funds continuation of MichVan vanpool services to qualified commuting groups in the state; used for service development and administrative costs of MichVan.</p> <p style="text-align: right;">Funding Source(s):    Restricted    195,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>	
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Service initiatives	1,050,000	<p>Spending authority for transit-related research, training, demonstration, and technical projects.</p> <p style="text-align: right;">Funding Source(s):    Federal    800,000  <span style="padding-left: 100px;">Local        200,000</span>  <span style="padding-left: 100px;">Restricted    50,000</span></p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>	
<hr/>			
Transportation to work	9,136,400	<p>Supports transportation services which help remove transportation as a barrier to employment for public assistance recipients. State funds primarily used to match federal Job Access/Reverse Commute grants.</p> <p style="text-align: right;">Funding Source(s):    Federal    2,300,000  <span style="padding-left: 100px;">Local        2,300,000</span>  <span style="padding-left: 100px;">Restricted    4,536,400</span></p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 722</i></p>	
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<b>GROSS APPROPRIATION</b>	<b>\$57,680,700</b>	<b>Total of all applicable line item appropriations.</b>	

DOT-federal transit act	32,800,000	Federal transit grants authorized by Title 49 USC as amended by SAFETEA-LU.
Local funds	9,200,000	Local funding match for a portion of federal aid expenditures.
Comprehensive transportation fund (CTF)	15,680,700	State restricted funds dedicated for public transportation purposes.
<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>

**SECTION 119(1): CAPITAL OUTLAY  
Buildings and Facilities**

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

Special maintenance, remodeling, and additions	\$2,288,000	For various department-owned transportation facilities.	
		Funding Source(s):	Restricted      2,288,000
		<i>Related Boilerplate Section(s): 903</i>	

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**GROSS APPROPRIATION      \$2,288,000      Total of all applicable line item appropriations.**

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State trunkline fund (STF)      2,288,000      State restricted fund dedicated for state trunkline highway 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 119(2): CAPITAL OUTLAY  
Airport Improvement Programs**

*This appropriation unit provides funds for Airport Improvement Program projects.*

Airport safety, protection and improvement program	\$123,425,700	Supports the federal Airport Improvement Program grants to eligible airports in the state.
		Funding Source(s):
		Federal 104,874,700
		Local 16,023,400
		Restricted 2,527,600

*Related Boilerplate Section(s): 901, 902, 903*

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**GROSS APPROPRIATION \$123,425,700 Total of all applicable line item appropriations.**

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DOT-federal aeronautics administration	104,874,700	Total federal grant or matchable revenue. Supports anticipated federal Airport Improvement Program grants.
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Local funds	16,023,400	Estimated local match for airport improvement programs.
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State aeronautics fund (SAF)	2,527,600	Restricted fund established in the State Aeronautics Code dedicated for aviation development, regulation, and promotion. SAF revenue derived from aviation fuel taxes and licensing/registration fees, as well as an earmark of Airport Parking Tax revenue. Provides part of the non-federal match for Airport Improvement Program grants.
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<b>GENERAL FUND/ GENERAL PURPOSE</b>	<b>\$0</b>	<b>The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenue.</b>
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## BOILERPLATE SECTION INFORMATION

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

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

**Sec. 202. Management and Budget Act**

References the Management and Budget Act.

**Sec. 203. Abbreviations**

Defines abbreviations used in Act.

**Sec. 204. Civil Service 1% Billing**

Provides for quarterly Civil Service Commission charges to MDOT.

**Sec. 205. Hiring Freeze**

Establishes a hiring freeze on state classified civil service.

**Sec. 206. Contingency Appropriations**

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

**Sec. 207. Privatization**

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

**Sec. 208. Internet Reports**

Provides for use of Internet to fulfill reporting requirements.

**Sec. 209. Foreign Goods and Services**

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

**Sec. 210. Deprived and Depressed Communities**

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

**Sec. 211. Receive and Retain Reports**

Provides guidelines regarding record retention.

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

Provides carryforward funds to support technology projects.

**Sec. 259. DIT User Fees**

Provides for user fees to be paid to DIT.

**Sec. 260. Out-of-State Travel**

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

**Sec. 261. Employee Discipline**

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

**Sec. 262. Hire of Outside Legal Counsel**

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

**Sec. 263. Impact of New Legislation and Administrative Rules**

Requires a report, by April 1, 2010, on specific policy changes adopted to implement new public acts. Prohibits MDOT from adopting administrative rules that have a disproportionate impact on small business.

**Sec. 264. Continuous Improvements**

Requires MDOT director to implement continuous improvement efficiency mechanisms; requires report March 1, 2010.

**Sec. 265. Out-of-State Development Seminars**

Sets guidelines for out-of-state travel to conferences or training seminars.

## BOILERPLATE SECTION INFORMATION

**Sec. 266. New – Transparency**

Requires internet reporting of expenditures; limits cost of to \$10,000.

**Sec. 301. Permit Fees/Bridge Tolls**

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

**Sec. 303. Legislative Report**

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

**Sec. 304. Confidentiality of Bid Documents**

Provides for confidentiality of highway project bid documents.

**Sec. 305. Lease of Space in Public Transportation Property**

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

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

Sets guidelines for use of transportation funds (grants) by other state agencies; requires report. Provides for biennial audit of use of transportation funds by other state departments, due nine months after state CAFR issue. The Governor vetoed Subsection (3) which required the State Treasurer to perform a cost allocation study based on time and effort.

**Sec. 307. Rolling Five-Year Plan**

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

**Sec. 308. Contract Compliance**

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

**Sec. 309. Administrative Costs**

Requires MDOT to continue its efforts to reduce administrative costs.

**Sec. 310. State Transportation Commission Minutes/Agenda**

Requires MDOT to provide copies of minutes and agenda to Legislature and State Budget Director.

**Sec. 312. State Trunkline Fund Carryforward**

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

**Sec. 313. State Infrastructure Bank**

Provides guidelines for State Infrastructure Bank program.

**Sec. 314. Report on Internal Auditor**

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

**Sec. 319. Rest Area Maintenance**

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

**Sec. 324. Construction Zone Traffic Law Enforcement – VETO**

The Governor vetoed this section with had earmarks \$500,000 for construction zone traffic law enforcement and the “Give ‘em a brake” campaign.

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

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

**Sec. 353. Prompt Payment**

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

**Sec. 357. Local Federal Aid Project Review**

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

## BOILERPLATE SECTION INFORMATION

**Sec. 358. FTE Report**

Requires bi-monthly report FTEs.

**Sec. 374. MDOT Employee Newsletters**

Requires MDOT to distribute employee newsletters electronically.

**Sec. 375. MDOT Open Houses and Groundbreaking Ceremonies**

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

**Sec. 376. Deferred Project Report**

Requires report by March 1st on status of 17 projects deferred in 2003, then restored to Five-year Plan.

**Sec. 383. Report on Use of State Airfleet**

Requires quarterly report on use of MDOT-owned aircraft; restricts use by legislative employees; requires recovery of department costs.

**Sec. 384. Detroit River International Crossing (DRIC)**

The section was revised to read as follows:

(1) The department may continue with preliminary legal, financial, traffic and revenue study, permitting, engineering, and other ancillary work for the Detroit River International Crossing (DRIC) so that it can solicit from the private sector, requests for proposals for public-private partnerships to construct the bridge, plaza, and related infrastructure. The department shall submit proposals to the legislature by May 1, 2010. Those activities associated with the DRIC project shall not bind the state in any way to construction.

(2) The department shall submit an investment grade traffic study to the legislature by May 1, 2010 from a reputable traffic company with appropriate experience intended to provide a detailed traffic projection for the ensuing 10 years, taking into account projected infrastructure modifications, expansions and improvements announced.

(3) The department shall not expend more than \$2.5 million from state transportation revenue sources for activities enumerated in this section.

(4) It is the intent of the legislature to fully adopt or reject authorizing legislation by the full legislative bodies by June 1, 2010 to: construct a new international crossing jointly and in agreement with Canada, create an authorized tolling authority; and create a public private partnership.

**Sec. 393. Best Practices for Public Transportation**

Directs MDOT to support best practices.

**Sec. 394. Revisit Act 51 Distribution Formula**

Directs the department to study distribution formula.

**Sec. 395. County Road C-56 Jurisdiction**

States legislative intent that MDOT assume jurisdiction of County Road C-56 between US-31 and I-75 in Charlevoix County

**Sec. 398. Street Railway Appropriation**

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

**Sec. 399. Complete Streets**

Indicates legislative intent that the department and local road agencies adopt complete streets policies; directs the department to provide assistance to local agencies.

**Sec. 401. Federal Aid Distribution Report**

Requires MDOT to report to the Legislature on proposed distribution of federal funds.

**Sec. 402. Sale of Local Federal Aid**

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

**Sec. 501. Motor Carrier Act**

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

## BOILERPLATE SECTION INFORMATION

**Sec. 502. Treasury Audits of Local Road Agencies**

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

**Sec. 503. TEDF/Local Bridge Fund Carryforward**

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

**Sec. 504. MTF Distribution**

Requires use of MTF in accordance with Act 51 requirements.

**Sec. 601. Road Construction Warranties**

Encourages use of road construction warranties; provides for report by September 30th of each year.

**Sec. 602. Manufactured Pipe**

Provides standards for use and testing of manufactured pipe.

**Sec. 603. Traffic Congestion**

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

**Sec. 607. I-75 Interchange Flint Township**

Indicates legislative intent that MDOT construct new interchange.

**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. 612. Incentive/Disincentive Contracts**

Requires MDOT to establish guidelines for use of incentive/disincentive contracts; establishes a reporting requirement; report due January 1, 2010.

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

Indicates legislative intent that MDOT construct full interchange.

**Sec. 654. Long-term Viability of Mackinac Bridge**

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

**Sec. 655. Eaton Rapids Sidewalk Program**

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

**Sec. 656. M-49 Upgrade "Green Highway"**

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

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

Indicates legislative intent that MDOT reconstruct interchange.

**Sec. 659. Life Cycle Cost for Pavement Projects**

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

**Sec. 660. Use of Alternative Materials**

Encourages the department to examine the use of alternative road surface materials, including recycled materials.

**Sec. 661. Completion of US-127 St. Johns to Ithaca**

Indicates legislative intent that Department complete engineering and right of way acquisition.

**Sec. 701. Intercity Bus Equipment Fund**

Provides for separate accounting and carryforward authority for this fund.

**Sec. 702. Rail Freight Fund**

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

## BOILERPLATE SECTION INFORMATION

**Sec. 703. Rail Abandonment Notice**

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

**Sec. 706. Detroit/Wayne County Port Authority**

Requires report due by February 15th.

**Sec. 708. Intercity Bus Equipment Program**

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

**Sec. 709. Intercity Bus Essential Corridor**

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

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

Directs MDOT to negotiate with a rail carrier to provide seven-day Port Huron/Chicago and Grand Rapids/Chicago service; requires a monitoring system for complaints.

**Sec. 714. Local Transit Demand-Response Services**

Requires that MDOT, in cooperation with local transit agencies, work to ensure that demand-response services are provided throughout Michigan.

**Sec. 721. Guidelines for CTF Matching Federal Transit Funds**

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

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

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

**Sec. 729. Intercity Bus Marketing – VETO**

The Governor's veto eliminated a \$100,000 earmark from the Intercity Services line item for marketing.

**Sec. 731. Intercity Bus Space Rental**

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

**Sec. 734. Transit Agency Service Performance Measures**

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

**Sec. 737. Birmingham/Troy Passenger Facility**

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

**Sec. 740. Review of CTF Fund Balances**

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

**Sec. 741. Ann Arbor and Northwest Michigan Railroad**

Requires report by March 1, 2010 on progress made to improve rail track to support passenger trains at 59 MPH.

**Sec. 743. Use HEV Vehicles**

Encourages the department to include hybrid electric vehicles as an option in RFPs for vehicles purchased through the department.

**Sec. 744. Mobility Manager**

Encourages local transit agencies to hire mobility manager to coordinate transportation services.

**Sec. 801. State Aeronautics Fund**

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

**Sec. 901. Aeronautics Capital Program**

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

**Sec. 902. Aeronautics Capital Program Status Report**

Provides reporting requirement.

**BOILERPLATE SECTION INFORMATION**

***Sec. 903. Capital Outlay Carry Forward***

Provides carryforward authority in accordance with the Management and Budget Act.



Mitchell E. Bean, Director  
Mary Ann Cleary, Deputy Director

517.373.8080

**AREAS OF RESPONSIBILITY**

Agriculture.....	William E. Hamilton, Senior Fiscal Analyst
Attorney General.....	Robin Risko, Senior Fiscal Analyst
Auditor General.....	Robin Risko, Senior Fiscal Analyst
Bill Analysis.....	Chris Couch, Associate Director Edith Best, Joan Hunault, Shannan Kane, Sue Stutzky, Legislative Analysts
Capital Outlay.....	Robin Risko, Senior Fiscal Analyst
Casino Gaming.....	Benjamin Gielczyk, Fiscal Analyst
Civil Rights.....	Robin Risko, Senior Fiscal Analyst
Clean Michigan Initiative.....	Viola Bay Wild, Senior Fiscal Analyst
Community Colleges.....	Mark Wolf, Fiscal Analyst
Community Health: Medicaid.....	Robert Schneider, Associate Director
Mental Health/Substance Abuse.....	Margaret Alston, Senior Fiscal Analyst
Medicaid/Public Health/Aging.....	Susan Frey, Senior Fiscal Analyst
Corrections.....	Marilyn Peterson, Senior Fiscal Analyst
Economic and Revenue Forecast.....	Rebecca Ross, Senior Economist; Jim Stansell, Economist
Education (Department).....	Mary Ann Cleary, Deputy Director; Bethany Wicksall, Senior Fiscal Analyst
Energy, Labor, and Economic Growth.....	Mark Wolf, Fiscal Analyst
Environmental Quality.....	Viola Bay Wild, Senior Fiscal Analyst
Executive.....	Robin Risko, Senior Fiscal Analyst
Higher Education.....	Kyle I. Jen, Associate Director
Human Services (Department).....	Robert Schneider, Associate Director; Kevin Koorstra, Fiscal Analyst
Information Technology.....	Robin Risko, Senior Fiscal Analyst
Investigations.....	Mitchell E. Bean, Director
Judiciary.....	Benjamin Gielczyk, Fiscal Analyst
Legislature.....	Robin Risko, Senior Fiscal Analyst
Lottery.....	Benjamin Gielczyk, Fiscal Analyst
Management and Budget.....	Benjamin Gielczyk, Fiscal Analyst
Michigan Strategic Fund.....	Benjamin Gielczyk, Fiscal Analyst
Military and Veterans Affairs.....	Jan Wisniewski, Senior Fiscal Analyst
Natural Resources/Natural Resources Trust Fund.....	Viola Bay Wild, Senior Fiscal Analyst
Retirement.....	Bethany Wicksall, Senior Fiscal Analyst
Revenue Sharing.....	Jim Stansell, Economist; Rebecca Ross, Senior Economist
School Aid.....	Mary Ann Cleary, Deputy Director; Bethany Wicksall, Senior Fiscal Analyst
State (Department).....	Benjamin Gielczyk, Fiscal Analyst
State and Local Finance.....	Rebecca Ross, Senior Economist; Jim Stansell, Economist
State Police.....	Jan Wisniewski, Senior Fiscal Analyst
Supplementals.....	Kyle I. Jen, Associate Director
Tax Analysis.....	Rebecca Ross, Senior Economist; Jim Stansell, Economist
Transfers.....	Margaret Alston, Senior Fiscal Analyst
Transportation.....	William E. Hamilton, Senior Fiscal Analyst
Treasury.....	Benjamin Gielczyk, Fiscal Analyst



P.O. Box 30014 ■ Lansing, MI 48909-7514  
(517) 373-8080 ■ FAX (517) 373-5874  
[www.house.mi.gov/hfa](http://www.house.mi.gov/hfa)