

**FY 2016-17: DEPARTMENT OF TRANSPORTATION**  
**Summary: As Passed by the Senate**  
**Article XVII, Senate Bill 800 (S-1) as Amended**



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IDG/IDT	FY 2015-16 YTD as of 2/10/16 <sup>(1)</sup>	FY 2016-17 Executive	FY 2016-17 House <sup>(3)</sup>	FY 2016-17 Senate <sup>(4)</sup>	FY 2016-17 Enacted	Difference: Senate From FY 2015-16 YTD	
						Amount	%
	\$3,928,500	\$4,013,400	\$4,013,400	\$4,013,400		\$84,900	2.2
<b>Federal</b>	1,257,488,000	1,314,744,000	1,314,744,000	1,314,744,000		57,256,000	4.6
<b>Local</b>	50,293,500	50,418,500	50,418,500	50,418,500		125,000	0.2
<b>Private</b>	100,000	100,000	100,000	100,000		0	0.0
<b>Restricted</b>	2,184,391,400	2,745,527,700	2,745,527,700	2,645,527,700		461,136,300	21.1
<b>GF/GP</b>	400,000,000	10,400,000	0	10,400,000		(389,600,000)	(97.4)
<b>Gross <sup>(2)</sup></b>	<b>\$3,896,201,400</b>	<b>\$4,125,203,600</b>	<b>\$4,114,803,600</b>	<b>\$4,025,203,600</b>		<b>\$129,002,200</b>	<b>3.3%</b>
<b>FTEs</b>	2,912.3	2,912.3	2,912.3	2,912.3		0.0	0.0

Notes: (1) FY 2015-16 year-to-date figures include mid-year budget adjustments through February 10, 2016. (2) Appropriation figures for all years include all proposed appropriation amounts, including amounts designated as "one-time." (3)"House" reflects House Bill 5294 (H-1) as passed the House, April 27, 2016. (4)"Senate" reflects Senate Bill 800 (S-1) as passed the Senate, May 4, 2016.

**Overview**

The state transportation budget supports state and local highway programs, public transportation programs, aeronautics programs, and administration of the Michigan Department of Transportation (MDOT). Approximately two-thirds of the revenue in this budget comes from state restricted revenue, with approximately one-third from federal sources. Most of the state-restricted revenue in this budget is constitutionally restricted – from motor fuel taxes and vehicle registration taxes – and is first credited to the Michigan Transportation Fund (MTF) and then distributed in accordance with 1951 PA 51 (Act 51) to other state transportation funds and programs, including the State Trunkline Fund (STF) and the Comprehensive Transportation Fund (CTF), and to local road agencies. Revenue related to taxes on aviation fuel and aircraft registrations is credited to the State Aeronautics Fund (SAF) for aeronautics programs.

<b>Major Budget Changes From FY 2015-16 YTD Appropriations</b>		<b>FY 2015-16 Year-to-Date (as of 2/10/16)</b>	<b>FY 2016-17 Senate Change</b>
<b>1. Debt Service</b>	<b>Gross</b>	<b>\$238,860,800</b>	<b>(\$935,500)</b>
<u>Executive</u> decreases debt service to \$237.9 million to reflect anticipated debt service schedules. [Total outstanding transportation-related debt at September 30, 2015, was \$1.8 billion.] <u>Senate</u> : Concurs with <u>Executive</u> .	Federal	45,766,900	1,000
	Restricted	193,093,900	(936,500)
<b>2. Support Services by Other State Departments</b>	<b>Gross</b>	<b>\$46,506,900</b>	<b>\$813,800</b>
Interdepartmental grants (IDGs) authorize the reimbursement of other state departments from restricted transportation funds for services provided to those transportation funds. <u>Executive</u> budget includes \$20.0 million MTF for Department of State vehicle registration tax collection program (unchanged from current year), and \$2.7 million MTF for Department of Treasury motor fuel tax collection program (\$15,900 less than current year). The net increase across all IDG line items reflects economic increases of \$297,600, and a \$516,200 net increase for cost allocation adjustments.	Restricted	46,506,900	813,800
<u>Senate</u> concurs with <u>Executive</u> .			
<b>3. Information Technology</b>	<b>Gross</b>	<b>\$31,429,600</b>	<b>\$660,300</b>
<u>Executive</u> increases baseline funding by \$660,300 to reflect a change in the way the DTMB charges state agencies for IT services, referred to as a Rated Service Model. <u>Senate</u> concurs with <u>Executive</u> .	Federal	520,500	0
	Restricted	30,909,100	660,300