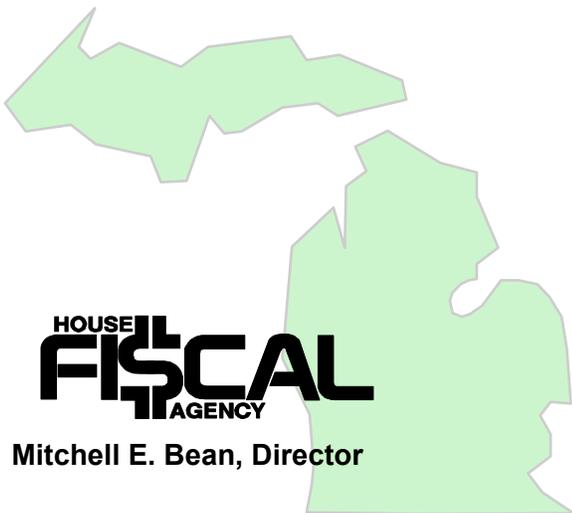


LINE ITEM AND BOILERPLATE SUMMARY

TRANSPORTATION

**Fiscal Year 2003-04
Public Act 162 of 2003
Senate Bill 265**

As Enacted



Mitchell E. Bean, Director

September 2003

Prepared and Compiled by:

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September 2003

TO: Members of the Michigan House of Representatives

The House Fiscal Agency has prepared a **Line Item Summary** for each of the FY 2003-04 appropriation acts. Each **Summary** contains line-by-line detail, including the amount and purpose of each appropriation line and information regarding related boilerplate sections, for a specific appropriation act. Following the line item detail, a brief explanation of each boilerplate section in the appropriations bill is provided.

Please note that ~~strikeouts~~ in this report show the effects of vetoes.

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

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GLOSSARY

Frequently-Used State Budget Terms

Adjusted Gross

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

Boilerplate

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

Budget Stabilization Fund (BSF)

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

Federal Revenues

Federal grant or matchable revenues dedicated to specific programs

General Fund/General Purpose (GF/GP)

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

Gross Appropriations (Gross)

The total of all applicable line item spending authorizations

Interdepartmental Grant (IDG)

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

Intradepartmental Transfer (IDT)

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

Lapses

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

Line Items

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

Local Revenue

Revenues from local units of government

State Restricted (Restricted Funds)

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

Private Funds

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

School Aid Fund (SAF)

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

Work Project

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

REVENUE SOURCES

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

FEDERAL REVENUES

The Transportation Equity Act for the 21st Century (TEA-21), signed into law on June 9, 1998, authorized federal funding of highway, transit, and other surface transportation programs for fiscal years (FYs) 1997-98 through 2002-03. Funding for most TEA-21 programs is authorized or allocated to state departments of transportation. Michigan's FY 2003-04 transportation budget assumes that Congress will reauthorize TEA-21. Federal funds are granted primarily through three U.S. Department of Transportation (DOT) agencies: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA).

DOT-FHWA

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

DOT-FTA

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

DOT-FRA

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

STATE RESTRICTED REVENUES

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

MICHIGAN TRANSPORTATION FUND (MTF)

The main collection/distribution fund for state transportation revenue. Approximately 90% of all state-generated transportation revenue—primarily from the \$0.19 per gallon gasoline excise tax, diesel fuel taxes, and vehicle registration fees—is first credited to the MTF. Estimated MTF revenue for FY 2003-04 is approximately \$2.1 billion. Act 51 establishes the MTF and provides for formula distribution of the MTF between various programs/funds:

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

Act 51 also allocates MTF revenue to various special programs (rail grade crossing account, Critical Bridge Program, Transportation Economic Development Fund) and directs the Legislature to appropriate funds for the necessary expenses incurred in the administration and enforcement of the Motor Fuel Act, Motor Carrier Act, and vehicle registration sections of the Motor Vehicle Code.

The MTF does not carry a balance into the next fiscal year and MTF funds do not lapse. All MTF funds are distributed through the Act 51 formula.

STATE TRUNKLINE FUND (STF)

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

COMPREHENSIVE TRANSPORTATION FUND (CTF)

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

STATE AERONAUTICS FUND (SAF)

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

BLUE WATER BRIDGE FUND (BWBF)

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

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

ECONOMIC DEVELOPMENT FUND (EDF)

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

MICHIGAN DEPARTMENT OF TRANSPORTATION

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

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not in the state classified service.
Full-time equated classified positions	3,050.3	Full-time equated (FTE) positions in the state classified service.
Total full-time equated positions	3,056.3	Total number of all full-time equated positions (includes classified and unclassified). <i>Note: based on 2,088 hours for 1.0 FTE position</i>
GROSS APPROPRIATION	\$3,136,377,100 \$3,111,032,100	Total of all applicable line item appropriations.
Total intradepartmental transfers	0	Formerly used to eliminate double counting of internal Department service charges (e.g. equipment rental)
ADJUSTED GROSS APPROPRIATIONS	\$3,136,377,100 \$3,111,032,100	Total net amount of all line item gross appropriations less (or minus) interdepartmental grants (IDGs) and intradepartmental transfers (IDTs).
Total federal revenues	965,255,100 941,755,100	Total federal grant or matchable revenues.
Total local revenues	5,800,000	Total revenues from local units of government.
Total private revenues	0	Total private grant revenues.
Total other state restricted revenues	2,165,322,000 2,163,477,000	State revenue dedicated to a specific fund (other than the General Fund) or revenue earmarked for a specific purpose.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

NOTE:

The Governor's August 12, 2003, vetoes of Sections 405, 613, 614, 615, 616, 617, 618, 619, 620, 621 and 732 reduced gross appropriations and adjusted gross appropriations by \$25,345,000 from the amounts authorized in the enrolled bill. These vetoes also reduced the related revenue sources from the amounts in the enrolled bill: total federal revenues by \$23,500,000, total other state restricted revenues by \$1,845,000. The strikeout amounts in this document represent the amounts as shown in the enrolled bill. The number below reflects the appropriation after the Governor's vetoes.

State trunkline fund (STF)	55,246,800	The STF is the state restricted fund dedicated for state trunkline highway purposes.
Blue water bridge fund	2,503,600	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Economic development fund (EDF)	16,804,800	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
State aeronautics fund	5,000,000	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 103: INTERDEPARTMENT AND STATUTORY CONTRACTS

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

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

Note: In addition to the line item appropriations shown below, Section 709 of the General Government appropriations act 2003 PA 161 (SB 270) authorizes the Department of Management and Budget to assess transportation funds for their proportionate share of MAIN accounting system costs.

MTF grant - department of environmental quality	\$884,800	Environmental impact assessment and reviews of road and bridge construction provided by Department of Environmental Quality's Land and Water Management Division. Funding Source(s): Restricted 884,800 <i>Related Boilerplate Section(s): 306, 504</i>
MTF grant - department of state for collection of revenue and fees	20,000,000	Costs attributed to collection of transportation revenue from vehicle title and registration taxes processed by the Department of State. Grant limited to \$20.0 million by PA 51 as amended by 2003 PA 151 (SB 539). Funding Source(s): Restricted 20,000,000 <i>Related Boilerplate Section(s): 306, 504</i>
MTF grant - legislative auditor general	181,100	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 181,100 <i>Related Boilerplate Section(s): 306, 504</i>
MTF grant - department of treasury	6,700,000	Costs associated with the collection of motor fuel taxes. Includes \$2.2 million in (mostly) one-time costs for improvements to motor fuel tax collection systems. Funding Source(s): Restricted 6,700,000 <i>Related Boilerplate Section(s): 306, 504</i>
STF grant - department of attorney general	2,566,200	Legal services and litigation costs incurred by the Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 2,566,200 <i>Related Boilerplate Section(s): 306, 504</i>
STF grant - department of civil service	2,000,000	Civil service administrative expenses attributable to MDOT employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 2,000,000 <i>Related Boilerplate Section(s): 204, 306, 504</i>
STF grant - department of management and budget	1,434,000	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the STF. Funding Source(s): Restricted 1,434,000 <i>Related Boilerplate Section(s): 306, 504</i>

STF grant - department of state police	6,853,300	Motor Carrier Enforcement and the transportation-related portion of the Criminal Justice Data Center administered by the Department of State Police. Funding Source(s): Restricted 6,853,300
<i>Related Boilerplate Section(s): 306, 504</i>		
STF grant - department of history, arts, and libraries	128,100	Costs of record retention at state records center. Funding Source(s): Restricted 128,100
<i>Related Boilerplate Section(s): 306, 504</i>		
STF grant - department of treasury	29,100	Investment activity costs attributable to STF monies managed by the Department of Treasury. Funding Source(s): Restricted 29,100
<i>Related Boilerplate Section(s): 306, 504</i>		
STF grant - legislative auditor general	371,100	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 371,100
<i>Related Boilerplate Section(s): 306, 504</i>		
SAF grant - department of attorney general	125,400	Legal services and litigation costs incurred by the Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 125,400
<i>Related Boilerplate Section(s): 306, 504</i>		
SAF grant - department of civil service	50,000	Civil service administrative expenses attributable to employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 50,000
<i>Related Boilerplate Section(s): 204, 306, 504</i>		
SAF grant - department of management and budget	39,400	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the SAF. Funding Source(s): Restricted 39,400
<i>Related Boilerplate Section(s): 306, 504</i>		
SAF grant - department of history, arts, and libraries	3,500	Costs of record retention at state records center. Funding Source(s): Restricted 3,500
<i>Related Boilerplate Section(s): 306, 504</i>		
SAF grant - department of treasury	62,600	Investment activity costs attributable to SAF monies managed by the Department of Treasury. Funding Source(s): Restricted 62,600
<i>Related Boilerplate Section(s): 306, 504</i>		
SAF grant - legislative auditor general	16,600	Audit costs attributed to transportation programs and funds. Funding Source(s): Restricted 16,600
<i>Related Boilerplate Section(s): 306, 504</i>		
CTF grant - department of attorney general	131,500	Legal services and litigation costs incurred by the Department of Attorney General in support of transportation programs. Funding Source(s): Restricted 131,500
<i>Related Boilerplate Section(s): 306, 504</i>		

CTF grant - department of civil service	90,000	Civil service administrative expenses attributable to MDOT employment, based on a constitutionally-mandated charge of 1% of related payroll. Funding Source(s): Restricted 90,000 <i>Related Boilerplate Section(s): 204, 306, 504</i>
CTF grant - department of management and budget	65,800	Department of Management and Budget accounting, budgeting, payroll, purchasing, and mail services attributable to the CTF. Funding Source(s): Restricted 65,800 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant - department of history, arts, and libraries	5,900	Costs of record retention at state records center. Funding Source(s): Restricted 5,900 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant - department of treasury	5,300	Investment activity costs attributable to CTF monies managed by the Department of Treasury. Funding Source(s): Restricted 5,300 <i>Related Boilerplate Section(s): 306, 504</i>
CTF grant - legislative auditor general	47,400	Audit costs attributed to public transportation programs and funds. Funding Source(s): Restricted 47,400 <i>Related Boilerplate Section(s): 306, 504</i>
GROSS APPROPRIATION	\$41,791,100	Total of all applicable line item appropriations.
Comprehensive transportation fund	345,900	The CTF is the state restricted fund dedicated for public transportation purposes.
Michigan transportation fund	27,765,900	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State aeronautics fund	297,500	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund	13,381,800	The STF is the state restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 104: EXECUTIVE DIRECTION

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

Full-time equated unclassified positions	6.0	Full-time equated (FTE) positions not governed by the state civil service system.
Full-time equated classified positions	33.3	Full-time equated (FTE) positions governed by the civil service system.
Unclassified salaries	\$532,200	Salaries for six unclassified FTE positions: State Transportation Director, Chief Deputy Director, Transportation Commission Advisor, Office of Governmental Affairs Administrator, Office of Communications Director, and Deputy Director for Urban and Public Transportation (currently unfilled). Funding Source(s): Restricted 532,200 <i>Related Boilerplate Section(s): None</i>
Asset management council	1,626,400	Funds data collection and related support for the Asset Management Council established by 2002 PA 499 (HB 5396). (Staff support provided in the Bureau of Planning appropriations unit.) Funding Source(s): Restricted 1,626,400 <i>Related Boilerplate Section(s): None</i>
Commission audit - 33.3 FTE positions	2,948,400	The Office of Commission Audits is established within MDOT by Section 17a of Act 51 to conduct financial and performance audits. Duties include audits of internal Department operations and audit activities directed at external organizations with whom MDOT contracts. Funding Source(s): Restricted 2,948,400 <i>Related Boilerplate Section(s): 314</i>
GROSS APPROPRIATION	\$5,107,000	Total of all applicable line item appropriations.
State trunkline fund	3,480,600	The STF is the state restricted fund dedicated for state trunkline highway purposes.
Michigan transportation fund	1,626,400	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 105: ADMINISTRATIVE SERVICES

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

Full-time equated classified positions	70.5	Full time equated (FTE) positions in the state classified service.
Administration - 30.5 FTE positions	\$3,089,300	<p>Includes salaries and other costs for:</p> <p><u>Office of Communications</u>: Distributes information regarding Department activities to media, public, and employees. (The FTE position and salary of the unclassified director of this office are in the Executive Direction appropriation unit.)</p> <p><u>Office of Governmental Affairs</u>: Serves as legislative liaison for the Department. (The FTE position and salary of the unclassified director of this office are in the Executive Direction appropriation unit.)</p> <p><u>Executive office staff</u>: Includes the Department's Chief Administrative Officer and Chief Operations Officer, as well as administrative support staff.</p> <p style="text-align: right;">Funding Source(s): Restricted 3,089,300</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 350 (regarding DBE program)</i></p>
Property management	6,921,500	<p>Reflects use charges paid to DMB property management for MDOT occupancy in state-owned buildings (the Transportation Building, part of the North Ottawa Building, and Secondary Complex buildings for Photo Lab, Testing and Research, and Central Warehouse), as well as rent paid for land or buildings leased by MDOT from private owners at various locations across the state.</p> <p style="text-align: right;">Funding Source(s): Restricted 6,921,500</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Human resources - 31.0 FTE positions	2,478,300	<p>Includes salaries and other costs for the Office of Human Resources.</p> <p style="text-align: right;">Funding Source(s): Restricted 2,478,300</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Economic development administration - 9.0 FTE positions	759,500	<p>Includes salaries and other costs for administration of the Transportation Economic Development Fund (TEDF) as well as the Enhancement program. Appropriations for TEDF and Enhancement programs are in a separate appropriation units.</p> <p style="text-align: right;">Funding Source(s): Restricted 759,500</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Worker's compensation	3,136,000	<p>Estimated cost of worker's compensation insurance.</p> <p style="text-align: right;">Funding Source(s): Restricted 3,136,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
GROSS APPROPRIATION	\$16,384,600	Total of all applicable line item appropriations.
Economic development fund (EDF)	500,700	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.

State aeronautics fund	630,400	Restricted funds support a share of administrative services provided to the Bureau of Aeronautics.
Comprehensive transportation fund	1,382,900	Restricted funds support a share of administrative services provided to public transportation programs.
Michigan transportation fund	81,500	Restricted funds support certain services provided by executive office staff (computer equipment for MTF-funded Railroad Safety & Local Grade Crossing program, and EDF staff).
State trunkline fund	13,789,100	State restricted fund dedicated for state trunkline highways; used in this appropriation unit to support a share of departmental administrative costs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 106: INFORMATION TECHNOLOGY

This appropriations unit provides authority for the reimbursement of the Department of Information Technology for technology services and projects provided to the Department.

Information technology services and projects	\$26,135,800	Funding Source(s):	Federal	555,100
			Restricted	25,580,700

Related Boilerplate Section(s): 259, 260

GROSS APPROPRIATION	\$26,135,800	Total of all applicable line item appropriations.
DOT-FHWA, highway research, planning, and construction	555,100	Federal funds available for some information technology applications.
Blue water bridge fund	43,900	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
Comprehensive transportation fund	240,900	The CTF is the state restricted fund dedicated for public transportation purposes.
Economic development fund	37,100	Fund established by 1987 PA 231 to assist in funding highway, road, and street projects that support economic growth.
Michigan transportation fund	35,200	The MTF is the primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees.
State aeronautics fund	134,500	The SAF is the state restricted fund dedicated for aviation development, regulation, and promotion.
State trunkline fund	25,089,100	The STF is the state restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 107: BUREAU OF FINANCE AND ADMINISTRATION

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

Full-time equated classified positions	271.5	Full-time equated (FTE) positions in the state classified service
Administration - 271.5 FTE positions	\$21,839,900	<p>Includes salaries and other costs for the following programs:</p> <p><u>Financial Operations Division</u>: Exercises budgetary and accounting control for all financial operations, and prepares financial reports and statements. The Act 51 function in this division calculates, monitors, and reports the MTF monies distributed to local units of government.</p> <p><u>Contract Services Division</u>: Manages purchasing and contracting activities for the Department, including prequalifications, bid letting, and processing of pay estimates for construction contracts.</p> <p><u>Technological Services Division</u>: Provides various technical and logistical services to the Department including: telecommunications; specialized photographic, mapping, and graphic art design services; engineering and other document reproduction; facilities management; mail room; and rapid copy. Produces the official State Transportation Map. The division also includes the Office of Equal Opportunity which administers the Department's Civil Rights Program, including the Disadvantaged Business Enterprise (DBE) program. Monitors for compliance with state and federal laws governing contracting practices.</p> <p><u>Performance Excellence Division</u>: Provides internal MDOT employee training and development programs. Also oversees and directs the Department's total quality and reengineering efforts.</p> <p><u>Travel Information Division</u>: Operates 13 Welcome Centers at various locations across the state.</p> <p><i>Note</i>: Fifty-five FTE positions for this division were included in 271.5 FTE positions authorized for this appropriation unit in the appropriation act. No MDOT employees have been assigned to this division. The Department has contracted all Welcome Center operations with the Michigan Jobs Commission.</p> <p style="text-align: right;">Funding Source(s): Restricted 21,839,900</p> <p style="text-align: center;"><i>Related Boilerplate Section(s): None</i></p>
GROSS APPROPRIATION	\$21,839,900	Total of all applicable line item appropriations.
Michigan transportation fund	1,127,500	The MTF supports a portion of this unit's costs related to statewide technical services and the costs associated with administering the Act 51 distributions to local units of government.
State trunkline fund	20,712,400	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

GROSS APPROPRIATION	\$23,940,500	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	16,000,000	These funds, designated for statewide planning activities, are derived from a 2% set-aside of certain TEA-21 programs.
State aeronautics fund	195,700	Restricted funds that support the aviation component of state transportation planning.
Comprehensive transportation fund	1,033,300	Restricted funds that support the public transportation components of statewide transportation planning.
Michigan transportation fund	5,233,800	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds in this unit support statewide planning activities.
State trunkline fund	1,477,700	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

Program services - 634.0 FTE positions	29,998,000	<p>Funds salaries and other costs related to highway development functions—for both the Lansing central office and the seven MDOT regions. Activities include:</p> <p><u>Executive/Administrative</u>: Oversight of operations and administration of the Bureau of Highways.</p> <p><u>Design</u>: Preparation of land surveys, highway route location studies, and the design plans for all trunkline roads, bridges, and appurtenances. The Local Agency Programs Unit acts as fiscal, programmatic, and administrative agent for federally-funded local road projects.</p> <p><u>Real Estate</u>: Right-of-way appraisal, acquisition, relocation, clearance, and property management functions. The Utilities and Permits Section coordinates utility relocation activities on construction projects and controls the use of right-of-way through the permit process.</p> <p>The appropriations unit also supports the Michigan Attorney General support for the Department:</p> <p><u>Attorney General - Transportation Division</u> acts as legal counsel to the Department. Division work involves right-of-way condemnation, construction contract issues, environmental law, and various other legal matters.</p> <p><u>Attorney General - Highway Negligence Litigation Division</u> defends the Department in tort litigation and works to recover reimbursement from motorists for damages done to highway features.</p>
		Funding Source(s): Restricted 29,998,000

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$76,683,400	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	5,000,000	Federal funds that support Engineering Operations for materials and technology quality control and assurance testing.
Michigan transportation fund	3,901,700	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds in this unit support engineering oversight, technical assistance, and coordination related to state and federal funds provided to counties, cities, and villages.
State trunkline fund	67,781,700	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 110: HIGHWAY MAINTENANCE

This appropriation unit funds the Bureau of Highways' routine and heavy maintenance activities on state trunklines in all 83 Michigan counties.

Full-time equated classified positions	692.6	Full-time equated (FTE) positions in the state classified service.
State trunkline operations - 692.6 FTE positions	\$98,681,500	Funds the labor, material, equipment, and other costs of state trunkline routine and heavy maintenance performed primarily by state crews. Work includes pavement maintenance, bridge maintenance, roadside mowing, and winter snow removal. Funding Source(s): Restricted 98,681,500
<i>Related Boilerplate Section(s): 207</i>		
Contract operations	135,347,100	Funds state trunkline maintenance activities performed, under contract, primarily by some county road commissions and municipalities. Funding Source(s): Restricted 135,347,100
<i>Related Boilerplate Section(s): 207</i>		
GROSS APPROPRIATION	\$234,028,600	Total of all applicable line item appropriations.
State trunkline fund	234,028,600	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 111: ROAD AND BRIDGE PROGRAMS

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

State trunkline and federal aid and road and bridge construction PARTIAL VETO	\$961,340,100 \$953,665,100	Represents the state trunkline road and bridge construction program. Court judgments and settlements of highway negligence lawsuits are also charged to this line item. <i>Note:</i> The Governor's vetoes of Sections 614, 615, 616, 617, 618, 619, 620, and 621 reduced this line item by \$7.7 million from the amount in the enrolled bill. Funding Source(s): Federal 631,600,300 Local 5,000,000 Restricted 317,065,100 <i>Related Boilerplate Section(s): 307, 308, 401, 402, 601,612</i>
Local federal aid and road and bridge construction PARTIAL VETO	226,500,000 208,900,000	Federal aid allocated to local road agencies (county road commissions, cities, and villages) for local road and bridge construction projects. Act 51 requires that an average of 25% of federal aid, excluding certain specific programs, be allocated to local road agencies. <i>Note:</i> The Governor's veto of Sec. 405 reduced this line by \$17.6 million from the amount in the enrolled bill. Funding Source(s): Federal 208,900,000 <i>Related Boilerplate Section(s): 308, 357, 401, 402</i>
Grants to local programs	33,000,000	Act 51 allocation to the Local Program Fund. These funds are distributed 64.2% to county road commissions and 35.8% to cities and villages. Funding Source(s): Restricted 33,000,000 <i>Related Boilerplate Section(s): None</i>
Rail grade crossing	3,000,000	Act 51 allocation for rail grade crossing program. Funding Source(s): Restricted 3,000,000 <i>Related Boilerplate Section(s): 719</i>
Critical bridge fund	5,750,000	Act 51 allocation to the Critical Bridge Fund. Used to repair or replace local bridges. Funding Source(s): Restricted 5,750,000 <i>Related Boilerplate Section(s): 503</i>
County road commissions	637,523,400	Act 51 allocation of 39.1% of net MTF revenues. Amounts to specific counties are distributed by formula according to miles of urban, primary, and local roads; tax receipts from vehicle registrations; and population. Funding Source(s): Restricted 637,523,400 <i>Related Boilerplate Section(s): 303, 502</i>

Cities and villages	355,447,800	Act 51 allocation of 21.8% of net MTF revenues. Amounts to specific municipalities are distributed by formula according to population, state trunkline mileage within the locality, major street mileage, and local street mileage. Funding Source(s): Restricted 355,447,800
<i>Related Boilerplate Section(s): 303, 502</i>		
GROSS APPROPRIATION	\$2,222,561,300 \$2,197,286,300	Total of all applicable line item appropriations.
DOT-FHWA highway research, planning, and construction	864,000,000 840,500,000	Federal road construction grants from major TEA-21 categories such as National Highway System, Surface Transportation Program, Interstate Construction and Maintenance, Minimum Guarantee, etc.
Local funds	5,000,000	City or village cost participation in opening, widening, or improving state trunkline highways as required by Act 51.
Blue water bridge fund	3,000,000	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance and operating costs of the Blue Water Bridge.
Michigan transportation fund	1,033,971,200	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds are allocated by Act 51 to the local program fund, rail grade crossing account, critical bridge program, county road commissions, and cities and villages.
State trunkline fund	316,590,100 314,815,100	State restricted fund dedicated for state trunkline highway purposes.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 112: BLUE WATER BRIDGE

Full-time equated classified positions	33.0	Full-time equated (FTE) positions in the state classified service.
Blue water bridge operations - 33.0 FTE positions	\$10,265,500	<p>Operating and maintenance costs for the twin-span Blue Water Bridge. In FY 1994-95, through provisions of the Intermodal Surface Transportation Act of 1991, the STF received federal funds to be loaned to the BWBF for construction of the second span of the Blue Water Bridge. Repayment of the \$45.0 million loan began in FY 1997-98. Funding of up to \$6.2 million for this loan repayment is also included in this line item.</p> <p style="text-align: right;">Funding Source(s): Restricted 10,265,500</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
GROSS APPROPRIATION	\$10,265,500	Total of all applicable line item appropriations.
Blue water bridge fund	10,265,500	Subsidiary fund of the STF used to account for debt service, capital projects, maintenance, and operating costs of the Blue Water Bridge.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 113: TRANSPORTATION ECONOMIC DEVELOPMENT FUND

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

Forest roads	\$5,040,000	<p>Category E (forest roads) represents a \$5.0 million statutory earmark intended to facilitate the safe and efficient transport of forest raw materials. Funding is limited to county road commissions in counties that include a national lake shore, a national park, or in which 34% or more of the land area is commercial forest. Section 608 of the appropriation act earmarked \$40,000 for construction of truck inspection stations in those same counties.</p> <p style="text-align: right;">Funding Source(s): Restricted 5,040,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 503, 608</i></p>
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Rural county urban system	2,500,000	<p>Category F represents a statutory earmark for urban areas (cities and villages with populations greater than 5,000) within rural counties (counties having populations of 400,000 or less). Projects must be for improvements to federal-aid-eligible roads and streets. Funds are available by competitive grant to any eligible county, city, or village road agency.</p> <p style="text-align: right;">Funding Source(s): Restricted 2,500,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 503</i></p>
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Target industries - economic redevelopment	17,966,200	<p>Category A (Target Industries) receives a special \$3.5 million Act 51 earmark, plus 50% of the net TEDF balance after deduction of administrative costs, debt service, and category E and F amounts. This category is intended for road projects related to economic development projects which create or retain permanent jobs and which are related to seven specific industries: Agriculture and Food Processing, Tourism, Forestry, High Technology Research, Mining, Manufacturing, and Office Centers of not less than 50,000 square feet. Grants are competitively evaluated and may be awarded to any Act 51 governmental agency: the Department, county road commissions, cities, and villages.</p> <p>This category is administered jointly by the Department's Office of Economic Development and the Michigan Economic Development Corporation (MEDC).</p> <p style="text-align: right;">Funding Source(s): Restricted 17,966,200</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 503</i></p>

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

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

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

SECTION 114: BUREAU OF AERONAUTICS

The State Aeronautics Code gives the Michigan Aeronautics Commission general supervision over aeronautics in the state. The Bureau of Aeronautics 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. Bureau of Aeronautics airport improvement programs are funded in the Capital Outlay appropriation acts. Note: In 2002, the Department combined the Bureau of Aeronautics and the Bureau of Urban and Public Transportation into a single Bureau of Multi-modal Transportation Services.

Full-time equated classified positions	56.0	Full-time equated (FTE) positions in the state classified service.
Administration - 56.0 FTE positions	\$5,918,900	Includes salaries, costs, materials, and equipment for two divisions: <u>Airports Division</u> : Administers and provides project management for programming, planning, design, and construction of federal- and state-funded airport capital improvement projects throughout the state. Airport improvement program projects are funded in Capital Outlay appropriation acts. <u>Administration/Aviation Services Division</u> : Supports the Aeronautics Commission and provides administrative services, fiscal coordination, and legislative liaison. Funds one-half the salary of the director of the Bureau of Multi-modal Transportation Services. Administers the all-weather air navigation program. The Air Transport Section within this division provides the aircraft, pilots, and maintenance services to support the bureau's airport inspection, safety and education, and airport development programs in the state; section also provides air transport services available to state agencies and personnel. Funding Source(s): Restricted 5,918,900 <i>Related Boilerplate Section(s): 801</i>
Air service program	600,000	The Air Service Grant Program (ASGP) provides grant assistance to the state's 19 commercial air service airports. Program focus is on smaller air service airports which are not eligible for federal aid. The program has three grant categories: Capital Improvement and Equipment, Air Carrier Recruitment and Retention, and Airport Awareness. Funding Source(s): Restricted 600,000 <i>Related Boilerplate Section(s): 801</i>
GROSS APPROPRIATION	\$6,518,900	Total of all applicable line item appropriations.
State aeronautics fund	6,518,900	State restricted fund dedicated for aviation development, regulation, and promotion. Fund revenue is derived from aviation fuel taxes and licensing/registration fees.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 115: BUREAU OF URBAN AND PUBLIC TRANSPORTATION

This bureau, known as UPTRAN, administers and promotes Michigan's comprehensive public transportation programs and rail safety program. Note: In 2002, the Department combined the Bureau of Urban and Public Transportation and the Bureau of Aeronautics into a single Bureau of Multi-modal Transportation Services.

Full-time equated classified positions	85.0	Full-time equated (FTE) positions in the state classified service.
Administration - 85.0 FTE positions	\$6,650,000	<p>Funds salaries, costs, supplies and equipment for the bureau's three major divisions.</p> <p><u>Administration</u>: Provides overall planning, program development, and fiscal coordination for the bureau. The rail passenger and public transportation information technology programs are also part of this division. Funds one-half the salary of the director of the Bureau of Multi-modal Transportation Services. (The FTE position and salary of the unclassified director of UPTRAN are in the Executive Direction appropriation unit. This position is currently unfilled.)</p> <p><u>Passenger Transportation Division</u>: Coordinates financial and technical assistance to local transit and intercity passenger services and implements intercity bus and limousine safety regulations.</p> <p><u>Freight Services and Safety Division</u>: Coordinates rail freight services and facilities development and operates the rail safety and inspection program. This division also administers state and federal funds allocated to local railroad grade crossing improvement projects.</p> <p style="text-align: right;">Funding Source(s): Restricted 6,650,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 361</i></p>
GROSS APPROPRIATION	\$6,650,000	Total of all applicable line item appropriations.
Comprehensive transportation fund	4,952,600	State restricted fund dedicated for public transportation purposes.
Michigan transportation fund	1,697,400	Primary collection/distribution fund for state transportation revenue from motor fuel taxes and vehicle registration fees. MTF funds are used in this appropriation unit to support the statewide Railroad Safety and Local Grade Crossing programs.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 116: BUS TRANSIT DIVISION: STATUTORY OPERATING

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

Local bus operating	\$161,700,000	Reimburses local transit systems for a portion of their eligible operating expenses. Act 51 provides for reimbursement of up to 50% of eligible operating expense to transit systems in urbanized areas (population greater than 100,000) and reimbursement of up to 60% of eligible operating expense to transit systems in areas with populations of less than 100,000. <i>Note:</i> The Governor's veto of Sec. 732 reduced this line item by \$20,000 from the amount in the enrolled bill.
PARTIAL VETO	\$161,680,000	

Funding Source(s): Restricted 161,680,000

Related Boilerplate Section(s): 707,727,729

Nonurban operating/capital	10,900,000	Provides spending authority for federal funds for local transit systems in nonurbanized areas of the state (under 50,000 in population). The funds can be used for operating or capital expenses, although Michigan has used them primarily for operating assistance.
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Funding Source(s): Federal 10,700,000
 Local 200,000

Related Boilerplate Section(s): None

GROSS APPROPRIATION	\$172,580,000	Total of all applicable line item appropriations.
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DOT-Federal Transit Act	10,700,000	Federal transit grants designated for operating and capital assistance to nonurban transit systems authorized by Section 5311 of Title 49 USC as amended by TEA-21.
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Local funds	200,000	Local funding match for a portion of federal aid expenditures.
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Comprehensive Transportation Fund	161,680,000	State restricted fund dedicated for public transportation purposes.
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GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.
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SECTION 117: INTERCITY PASSENGER AND FREIGHT

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

Freight property management	\$1,500,000	<p>Funds leases, taxes, insurance, maintenance and repair, and railbanking activities for approximately 700 miles of state-owned rail facilities.</p> <p style="text-align: right;">Funding Source(s): Restricted 1,500,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): None</i></p>
Detroit/Wayne county port authority	500,000	<p>Provides operating assistance to the Detroit/Wayne County Port Authority.</p> <p style="text-align: right;">Funding Source(s): Restricted 500,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 706</i></p>
Intercity bus equipment	3,000,000	<p>Provides funds to purchase bus equipment for use by intercity carriers. Use of the equipment is restricted to scheduled regular route services that originate at or are destined to points in Michigan and which would otherwise be under-served by public transportation. Revenue from the sale of these buses at retirement is returned to this program.</p> <p style="text-align: right;">Funding Source(s): Restricted 3,000,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 701,708</i></p>
Rail passenger service	11,300,000	<p>Funds operating assistance for Port Huron to Chicago and Grand Rapids to Chicago routes; provides funds to upgrade right-of-way conditions, train signal systems, grade crossing protection, train equipment, and passenger stations for the above two routes as well as for the Detroit to Chicago corridor.</p> <p style="text-align: right;">Funding Source(s): Federal 3,000,000 Restricted 8,300,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 704, 711</i></p>
Freight preservation and development	5,692,900	<p>Funds capital improvements for preservation and improvement of state-owned railroads. Funds from this line item are also used for rail-freight economic development projects.</p> <p style="text-align: right;">Funding Source(s): Federal 100,000 Restricted 5,592,900</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 731</i></p>
Rail infrastructure loan program	100,000	<p>Increases a revolving loan fund used to help finance improvements to Michigan's privately-owned rail freight infrastructure.</p> <p style="text-align: right;">Funding Source(s): Restricted 100,000</p> <p style="text-align: right;"><i>Related Boilerplate Section(s): 705</i></p>

Intercity bus service development	2,950,000	Provides operating assistance for intercity bus operations which provide essential service on certain routes threatened with abandonment. Also provides funding for marketing efforts and other service development projects as well as intercity rail service development. Funding Source(s): Federal 1,600,000 Local 50,000 Restricted 1,300,000
<i>Related Boilerplate Section(s): 709</i>		
Marine passenger services	800,000	Provides capital assistance to the Eastern Upper Peninsula Transportation Authority for marine passenger services on the St. Mary's River ferry system and to the Beaver Island Transportation Authority for service between Beaver Island and Charlevoix. Funding Source(s): Restricted 800,000
<i>Related Boilerplate Section(s): None</i>		
Terminal development	2,884,800	Funds the purchase, construction, or rehabilitation of intermodal passenger facilities serving communities throughout Michigan. Funding Source(s): Restricted 2,884,800
<i>Related Boilerplate Section(s): 305</i>		
GROSS APPROPRIATION	\$28,727,700	Total of all applicable line item appropriations.
DOT-federal transit act	1,600,000	Funds provided from a portion of FTA funds (Section 5311 of Title 49 USC) and used for the Intercity Bus Service Development line item. Historically, MDOT has allocated these funds for intermodal facilities shared by local transit authorities and intercity bus carriers.
DOT-FRA, local rail service assistance	100,000	Used as a fund source in the Freight Preservation and Development line item. These federal rail administration funds are awarded by competitive grant application for freight preservation and development.
DOT-FRA, rail passenger/HSGT	3,000,000	Federal Railroad Administration grants for rail grade, corridor, and signal improvements to support high speed passenger service on selected routes. Used for the Rail Passenger Service line item.
Rail preservation fund	2,000,000	Revenue from the disposition/sale of state-owned rail property. Used as a fund source for the Freight Preservation and Development line item. <i>Related Boilerplate Section(s): 702</i>
Intercity bus equipment fund	1,000,000	Revenue primarily from sale of state-owned buses at retirement. Used as a fund source for the Intercity Bus Equipment line item. <i>Related Boilerplate Section(s): 701</i>
Comprehensive transportation fund	20,977,700	State restricted fund dedicated for public transportation purposes. Act 51 appropriates not less than 10% of the appropriated CTF balance, after payment of debt service and administration, to intercity passenger and freight development.
Local funds	50,000	Local funding match for a portion of federal aid expenditures.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

SECTION 118: PUBLIC TRANSPORTATION DEVELOPMENT

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

Specialized services	\$3,939,500	Act 51 requires that a minimum of \$3.6 million be appropriated for this line item which is used to support transit service to the elderly and to persons with disabilities. Funding Source(s): Restricted 3,939,500 <i>Related Boilerplate Section(s): None</i>
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Municipal credit program	2,000,000	Act 51 requires that a minimum of \$2.0 million be appropriated for this line item which is distributed to local communities in southeast Michigan for public transportation services. Funding Source(s): Restricted 2,000,000 <i>Related Boilerplate Section(s): None</i>
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Bus capital	53,049,500	Provides funds to help meet the bus capital equipment needs of local bus systems and specialized services systems. Funding is provided by Federal Transit Act programs (49 USC) and state matching funds. Funding Source(s): Federal 38,000,000 Local 500,000 Restricted 14,549,500 <i>Related Boilerplate Section(s): 721</i>
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Ride sharing	330,700	Provides grants to local agencies for ridesharing, service development, and organizational efforts. Most of the costs are associated with the continued support of local ridesharing offices. Funding Source(s): Restricted 330,700 <i>Related Boilerplate Section(s): None</i>
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Van pooling	195,000	Funds continuation of "MichVan" vanpool services to qualified commuting groups of nine or more persons throughout the state. Funds are used for service development and administrative costs. Funding Source(s): Restricted 195,000 <i>Related Boilerplate Section(s): None</i>
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Bus property management	50,000	Funds the central vehicle and equipment storage facility operated by the Passenger Transportation Division. Also provides funds for insurance and for maintenance of the state loaner fleet of buses. Funding Source(s): Restricted 50,000 <i>Related Boilerplate Section(s): None</i>
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Service development and new technology	1,550,000	Provides funds for transit-related research, demonstration, training, and technical projects. Funding Source(s): Federal 1,300,000 Local 50,000 Restricted 200,000
<i>Related Boilerplate Section(s): None</i>		
Planning grants	80,000	Funds used to provide a 10% match to federal planning grants for local bus systems or Metropolitan Planning Organizations (MPOs). Funding Source(s): Restricted 80,000
<i>Related Boilerplate Section(s): None</i>		
Audit settlements	150,000	Provides for payments to transportation providers owed additional state funds after final audits of UPTRAN contracts. Funding Source(s): Restricted 150,000
<i>Related Boilerplate Section(s): None</i>		
Regional service coordination	500,000	Program facilitates regional travel across county lines beyond transit agency current service areas. Funding is primarily for start-up expenses of new or modified services and is not intended for expansion of services within a county. Funding Source(s): Restricted 500,000
<i>Related Boilerplate Section(s): 710</i>		
Work first initiative	6,000,000	State funds appropriated to help remove transportation as a barrier to employment for public assistance recipients. Funding Source(s): Federal 1,000,000 Restricted 5,000,000
<i>Related Boilerplate Section(s): 722</i>		
GROSS APPROPRIATION	\$67,844,700	Total of all applicable line item appropriations.
DOT-federal transit act	40,300,000	Federal transit grants authorized by Title 49 USC as amended by TEA-21.
Comprehensive transportation fund	26,994,700	State restricted funds dedicated for public transportation purposes.
Local funds	550,000	Local funding match for a portion of federal aid expenditures.
GENERAL FUND/ GENERAL PURPOSE	\$0	The state's primary operating fund; the portion of the state's General Fund that does not include restricted revenues.

BOILERPLATE SECTION INFORMATION

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

Standard section which identifies total state spending in Part 1 and state payments to local units of government.

Sec. 202. Management and Budget Act

Standard section which references the Management and Budget Act.

Sec. 203. Abbreviations

Defines abbreviations used in Act.

Sec. 204. Civil Service 1% Billing

Standard section regarding Civil Service charges to Department.

Sec. 205. Hiring Freeze

Standard section establishing a hiring freeze on state classified civil service.

Sec. 207. Privatization

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

Sec. 208. Internet Reports

Provides for use of Internet to fulfill reporting requirements.

Sec. 209. Foreign Goods and Services

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

Sec. 210. Deprived and Depressed Communities

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

Sec. 211. Receive and Retain Reports

Provides guidelines regarding record retention.

Sec. 259. Department of Information Technology User Fees

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

Sec. 260. Information Technology Work Projects

Authorizes information technology projects to be designated as work projects if approved per the Management and Budget Act.

Sec. 301. Permit Fees/Bridge Tolls

Provides for permit fees. Provides process for raising bridge tolls.

Sec. 303. Legislative Report

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

Sec. 304. Confidentiality of Bid Documents

Provides for confidentiality of highway project bid documents.

Sec. 305. Lease of Space in Public Transportation Property

Permits lease of space in public transportation facilities at market rates. Revenue may be used for property maintenance.

Sec. 306. Audit Use of Transportation Funds

Provides for audit of use of transportation funds by other state departments. Requires report by March 1, 2004.

Sec. 307. Rolling Five-Year Plan

Requires the Department to provide a rolling five-year highway construction plan by February 1st.

Sec. 308. Contract Compliance

Requires that the Department and local road agencies pursue compliance with contract specifications for construction and maintenance. Provides for sanctions for unsatisfactory contractors. Requires report to the Legislature.

Sec. 309. Administrative Costs

Requires the Department to continue efforts to reduce administrative costs.

Sec. 310. State Transportation Commission Minutes/Agenda

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

Sec. 311. Advance Construct

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

Sec. 312. State Trunkline Fund Carry-Forward

Provides carry-forward authority for STF and 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 May 1, 2004.

Sec. 319. Rest Area Maintenance

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

Sec. 324. Construction Zone Traffic Law Enforcement

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

Sec. 352. All-Season County Road Network

Requires county road commissions and the Department to identify and report on all-season road network.

Sec. 353. Prompt Payment

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

Sec. 357. Local Federal Aid Project Review

Requires the Department to complete project reviews within 120 days—where possible. Requires system for monitoring review process.

Sec. 361. Bureau of Multi-modal Transportation Services

Requires the Bureau of Multi-modal transportation services to prepare a management plan, and to conduct functions only under formal program policies adopted by the State Transportation Commission and as required by state and federal law.

Sec. 362. Emergency Vehicles Signage

Requires the Department to work with law enforcement agencies to inform public regarding duties under Section 653a of the Michigan Vehicle Code to use care and caution in passing emergency vehicles.

Sec. 363. Log Truck Safety Study

Earmarks funds to complete a Michigan Technological University study.

Sec. 364. Full-service Service Station Project

Provides \$25,000 to assist veteran and disabled groups in identifying full-service service stations that assist persons with disabilities.

Sec. 401. Federal Aid - Distribution Report

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

Sec. 402. Federal Aid - State/Local Distribution

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

Sec. 404. I-94 in Kalamazoo County

Provides guidelines for use of Congressional earmark.

Sec. 405. Federal Bridge Earmark - VETOED

Earmarked 20% of federal bridge funds for local critical bridge program.

Sec. 501. Motor Carrier Act

Designates distribution of revenue received under the act.

Sec. 502. Treasury Audits of Local Road Agencies

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

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

Provides carry-forward authority for TEDF and Critical Bridge funds. Prevents diversion for other purposes. Authorizes use of federal, local, or private funds for program.

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

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

Sec. 506. DNR Tree Removal

Prohibits local road agencies from paying for DNR tree removal.

Sec. 601. Road Construction Warranties

Encourages use of road construction warranties. Provides for report by September 30, 2004.

Sec. 602. Manufactured Pipe

Provides standards for use and testing of manufactured pipe.

Sec. 603. Traffic Congestion

Indicates the intent of the Legislature that traffic congestion be used as criteria in project selection.

Sec. 607. Unsafe Pedestrian Crossings

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

Sec. 608. Truck Inspection Stations

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

Sec. 610. Dead Deer

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

Sec. 611. Pavement Marking

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

Sec. 612. Incentive/Disincentive Contracts

Requires the Department to establish guidelines for use of incentive/disincentive contracts and establishes a reporting requirement.

Sec. 613. M-25 Bridge in Hume Township

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

Sec. 614. I-75 Interchange in Ogemaw County

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

Sec. 615. Chandler Road/ I-69 – Clinton County - VETOED

Earmarks funds for project study.

Sec. 616. Cheboygan Bridge - VETOED

Directs the Department to provide funding to construct bridge.

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

Directs the Department to construct interchange.

Sec. 618. Vance Rd/M-37 - Grand Traverse County - VETOED

Directs the Department to install traffic light.

Sec. 619. I-275/Warren Road Interchange - VETOED

Directs the Department to construct interchange.

Sec. 620. Newaygo Traffic Light - VETOED

Directs the Department to install traffic light.

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

Directs the Department to install traffic light.

Sec. 701. Intercity Bus Equipment Fund

Provides for separate accounting of this fund.

Sec. 702. Rail Preservation Fund

Provides for separate accounting of this fund. Reference to State Transportation Preservation Act of 1976 (1976 PA 295).

Sec. 703. Rail Abandonment Notice

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

Sec. 704. High Speed Rail

Requires the Department to submit a report outlining its efforts to develop a high-speed rail program. Report due by March 1, 2004.

Sec. 705. Rail Infrastructure Loan Program

References program guidelines in PA 295 of 1976.

Sec. 706. Detroit/Wayne County Port Authority

Provides for report due by February 15, 2004.

Sec. 707. Local Bus Operating

Provides guidelines for distribution of local bus operating appropriation (language from Act 51).

Sec. 708. Intercity Bus Equipment Program

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

Sec. 709. Intercity Bus Essential Corridor

Identifies essential bus corridors.

Sec. 710. Intercity Bus/Transit Competition

Directs the Department to avoid establishing transit routes that would compete with intercity carriers.

Sec. 711. Seven-Day Rail Passenger Service

Requires the Department to negotiate with a rail carrier to provide seven-day service between Grand Rapids and Chicago and Port Huron and Chicago. Limits state subsidy to \$7.1 million—including marketing and kiosk staffing. Subsection (7) does not allow funding to AMTRAK if AMTRAK discontinued service during the current (2002-03) fiscal year. Provides for report by January 1, 2004.

Sec. 714. Local Transit - Demand Response Services

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

Sec. 715. Unreserved CTF Fund Balance

Requires that on or before January 27, 2004, the Department, together with the House and Senate fiscal agencies and the Department of Management and Budget, estimate the unreserved and unencumbered balance in the Comprehensive Transportation Fund at September 30, 2003. Requires that the Department request a legislative transfer to appropriate the estimated fund balance in excess of \$1.0 million.

Sec. 719. Rail Grade Separation Advances

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

Sec. 721. Guidelines for CTF Matching Federal Transit Funds

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

Sec. 722. Work First Initiative - Match for Federal Funds

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

Sec. 727 Regional Transportation Coordinating Council (RTCC)

Limits local bus operating assistance to the RTCC (DDOT and SMART) to FY 2002-03 funding.

Sec. 728 Alternative Rail Technology

Permits the Department to provide funds to explore alternative rail passenger service and new transportation technology.

Sec. 729. DARTA - NEW

Limits state CTF matching funds to \$200,000 and requires equal matching by local sources. Prohibits expenditure of CTF funds for initial comprehensive regional public transportation plan until 45 days after the plan has been presented to the Legislature, state budget office, and the Department.

Sec. 730. Intercity Bus Security

Permits the expenditure of funds for increased security of intercity bus carriers.

Sec. 731. Detroit Intermodal Freight Terminal (DIFT)

Prohibits funding DIFT project outside of rail property prior to environmental impact statement.

Sec. 732. School Buses and Ferry Service - NEW

Prohibits transit agencies that operate ferry services from charging tolls to school buses. Provides reimbursement for lost revenue.

Sec. 733. State Maritime Policy - NEW

Requires the Department to conduct study of state maritime development and investments. Provides reporting requirement.

Sec. 801. State Aeronautics Fund

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

Sec. 805. Aeronautics Debt Service

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

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