

**Summary: Executive Budget Recommendation
for Fiscal Years 2012-13 and 2013-14
DEPARTMENT OF TRANSPORTATION**



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	FY 2011-12 Year-to-Date as of 2/9/12	FY 2012-13 Executive	Difference: FY 2012-13 Vs. FY 2011-12		FY 2013-14 Executive	Difference: FY 2013-14 Vs. FY 2012-13	
			Amount	%		Amount	%
IDG/IDT	19,917,800	3,531,900	(16,385,900)	(83.3%)	3,558,300	26,400	0.7%
Federal	1,241,195,200	1,221,830,100	(19,365,100)	(1.6%)	1,221,830,100	0	0.0%
Local	53,968,500	52,080,200	(1,888,300)	(3.5)	52,080,200	0	0.0%
Private	0	100,000	100,000	N/A	100,000	0	0.0%
Restricted	2,029,355,700	2,055,548,100	26,192,400	1.3%	2,044,410,600	(11,137,500)	(0.5%)
GF/GP	500,000	119,000,000	118,500,000	2,370%	0	(119,000,000)	(100.0)%
Gross	\$3,344,937,200	\$3,452,090,300	\$107,153,100	3.2%	\$3,321,979,200	(\$130,111,000)	(3.9%)
FTEs	3,049.6	2,918.3	(131.3)	(4.3%)	2,918.3	0.0	0.0%

Notes: (1) FY 2011-12 year-to-date figures include mid-year budget adjustments through February 9, 2012, as well as anticipated adjustments for Other Post Employment Benefit prefunding under Senate Bill 683. (2) Appropriation figures for all years include all proposed appropriation amounts, including both standard line items and boilerplate appropriations designated as "one-time." (3) FY 2013-14 figures are projected budget amounts only and would not be legally-binding appropriations. (4) Budget changes described below are based on the "Schedule of Program" sections included in the Executive Budget; amounts listed in those schedules are informational in nature and could be potentially adjusted administratively, without legislative approval, within the larger line items into which programs have been rolled up.

The 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. Almost all the state-restricted revenue in this budget is constitutionally-restricted – from motor fuel taxes and vehicle registration taxes. This revenue 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.

Executive Changes

Major Budget Changes From FY 2011-12 YTD Appropriations	Executive Changes		
	FY 2011-12 YTD (as of 2/9/12)	FY 2011-12 to FY 2012-13	FY 2012-13 to FY 2013-14
1. Debt Service	Gross \$287,473,400	(\$47,198,900)	\$0
Appropriation of \$240.3 million reflects anticipated debt service schedules. Decrease from current year appropriation is primarily due to the fact that the current year budget had included \$40.0 million for the repayment of short-term notes which were to be issued for federal aid match in FY 2010-11. Short-term notes were not issued and the additional debt service spending authority in FY 2011-12 will lapse. Instead of short-term notes, in December 2011 the department issued \$91.0 million in long-term bonds, of which \$40.0 million is designated to match federal-aid for the capital STF road and bridge program, and \$51.0 million is designated for the Blue Water Bridge Plaza project. Repayment of long-term bonds will be made over a 20-year period.	Federal 53,434,300	(7,567,600)	0
	Restricted 234,039,100	(39,631,300)	0
2. Support Services by Other State Departments	Gross \$51,748,900	(\$5,431,000)	\$0
Interdepartmental grants (IDGs) authorize the reimbursement of other state departments from restricted transportation funds for services provided to those transportation funds; includes MTF IDG to the Department of State for costs of registration tax collection program (\$20.0 million), and MTF IDG to Department of Treasury for costs related to the collection of motor fuel taxes.	Restricted 51,748,900	(5,431,000)	0

Budget decreases baseline appropriation by \$6.7 million, including \$6.2 million decrease in MTF IDG to Department of Treasury (from \$8.4 million to \$2.5 million) to reflect cost allocation study, and \$575,000 decrease in STF IDG to the Attorney General (from \$2.8 million to \$2.4 million). Baseline decreases were partially offset by economic adjustments.

Executive Changes

Major Budget Changes From FY 2011-12 YTD Appropriations	FY 2011-12 YTD (as of 2/9/12)	FY 2011-12 to FY 2012-13	FY 2012-13 to FY 2013-14
3. Executive Direction	FTEs 37.3	(2.0)	0.0
Includes <i>Unclassified salaries, Asset Management Council, and Office of Commission Audits</i> . Reflects economic adjustments. Adjusts FTE positions to current employee levels.	Gross \$5,319,700	\$118,800	\$0
	IDG 118,700	(118,700)	0
	Restricted 5,319,700	237,500	0
4. Business Support	FTEs 58.0	19.0	0.0
Includes <i>Business support, Economic development and enhancement, Property management, and Worker's compensation</i> . Reflects economic increases, and position transfers due to department reorganization. Increase in FY 2013-14 for " <i>Active and retiree insurance and pension adjustment</i> ."	Gross \$17,559,900	\$3,047,800	\$9,165,100
	IDG 448,600	(448,600)	41,200
	Restricted 17,111,300	3,496,400	9,123,900
5. Finance, Contracts, and Support Services	FTEs 277.5	(92.5)	0.0
Decrease primarily reflects position transfers due to department reorganization, a net reduction of \$3.3 million and 28.5 FTE positions in this unit. Also reflects transfer of Welcome Center operations to Design and Engineering Services, a reduction of \$4.3 million and 50.0 FTE positions in the unit. Also recognizes economic adjustments. Budget rolls up <i>Financial Operations</i> and <i>Contract Services</i> into single line and adjusts FTE positions to current employee levels.	Gross \$27,373,400	(\$7,235,900)	\$0
	IDG 4,611,500	(1,094,400)	0
	Restricted 22,761,900	(6,141,500)	0
6. Transportation Planning	FTEs 176.0	(35.0)	0.0
Decrease from current year primarily reflects position transfers due to department reorganization, a net reduction of \$2.7 million and 31.0 FTE positions in this unit. Also recognizes economic adjustments. Budget rolls up <i>Statewide Planning Services, Data Collection Services, and Specialized Planning Services and Local Studies</i> into single <i>Planning Services</i> line and adjusts FTE positions to current employee levels.	Gross \$39,868,800	(\$1,118,000)	\$0
	IDG 1,453,800	(1,453,800)	0
	Federal 22,000,000	0	0
	Restricted 16,415,000	335,800	0
7. Design and Engineering Services	FTEs 1,491.8	(7.0)	0.0
Increase primarily reflects position transfers due to department reorganization, a net increase of \$3.1 million and 37.0 FTE positions in this unit. Also reflects transfer of Welcome Center operations to this unit, an increase of \$4.3 million and 50.0 FTE positions. Also recognizes economic adjustments and adjusts FTE positions to current employee levels.	Gross \$124,905,700	\$13,766,100	\$0
	IDG 8,220,500	(8,220,500)	0
	Federal 23,529,800	0	0
	Restricted 93,155,400	21,986,600	0
8. State Trunkline Maintenance	FTEs 837.7	(29.0)	0.0
Increase primarily reflects economic adjustments. Also reflects position transfers due to department reorganization, a net decrease of increase of \$486,900 and 4.0 FTE positions, and adjusts FTE positions to current employee levels. Retains \$5.0 million current year baseline reduction which had been described in budget development as one-time.	Gross \$270,560,500	\$2,835,200	\$0
	IDG 3,542,800	(3,542,800)	0
	Restricted 267,017,700	6,378,000	0
9. State Trunkline Road and Bridge Construction	Gross \$842,310,000	\$94,743,200	(\$108,751,500)
Reflects \$1.3 million anticipated reduction in available STF revenue for state trunkline capital program. Proposal also includes boilerplate appropriation of \$96.0 million in state General Fund (GF/GP) revenue, described as one-time, in order to match all available federal funds. Summary table shows this boilerplate appropriation as if included in this line item.	Federal 742,092,000	0	0
	Local 30,000,000	0	0
	Restricted 70,218,000	(1,256,800)	(12,751,500)
	GF/GP 0	96,000,000	(96,000,000)
Decrease in FY 2013-14 reflects end of one-time GF/GP appropriation and anticipated reduction in STF revenue due to end of \$12.0 million redirection of driver's license fees from TEDF.			
10. Two Swing Bridges	Gross \$500,000	(\$500,000)	\$0
Current year budget includes a boilerplate appropriation, designated as "one-time" of \$500,000 GF/GP for "maintenance of 2 swing bridges. The Governor's FY 2012-13 budget does not include this item.	GF/GP 500,000	(500,000)	0
12. Local Federal Aid Road and Bridge Construction	Gross \$240,443,000	\$0	\$0
A placeholder reflecting estimated federal aid and the Act 51 directive that an average of 25% of most federal aid program funds be made available to local road agencies. No change from current year budget.	Federal 240,443,000	0	0

Executive Changes

<u>Major Budget Changes From FY 2011-12 YTD Appropriations</u>	FY 2011-12 YTD (as of 2/9/12)	FY 2011-12 to FY 2012-13	FY 2012-13 to FY 2013-14
13. Rail Grade Crossing Reflects Act 51 earmark.	Gross \$3,000,000 Restricted 3,000,000	\$0 0	\$0 0
14. Local Bridge Program Act 51 earmark reflects anticipated gasoline tax revenue.	Gross \$27,252,500 Restricted 27,252,500	(\$488,800) (488,800)	(\$13,100) (13,100)
15. MTF to Local Road Agencies/Local Program Fund Recognizes MTF distribution to county road commissions (\$576,860,100), and cities/villages, (\$321,625,300) based on February 2012 revenue estimates and Act 51 formula; actual distribution will be based on actual MTF revenue, which will differ from estimates. Our table also includes Local Program Fund, a \$33.0 million Act 51 earmark to local road agencies.	Gross \$921,732,600 Restricted 921,732,600	\$9,752,800 9,752,800	\$5,490,700 5,490,700
16. Blue Water Bridge Reflects economic increases; line supported with Blue Water Bridge toll revenue.	FTEs 41.0 Gross \$5,710,000 Restricted 5,710,000	0.0 \$244,700 244,700	0.0 \$0 0
17. Transportation Economic Development Fund (TEDF) Continues into FY 2012-13 the shift of \$12 million in driver's license fee revenue from TEDF Category "A" to STF state trunkline road and bridge program to help provide matching funds for federal aid. This fund shift is not continued in FY 2013-14. Also reflects minor changes in net available TEDF revenue.	Gross \$32,226,200 Restricted 32,226,200	(\$168,000) (168,000)	\$12,595,000 12,595,000
18. Aeronautics and Freight Services/Aeronautics Services Decrease primarily reflects department reorganization which transferred <i>Freight Services</i> program into new <i>Office of Rail</i> , a decrease of \$4.0 million (CTF and MTF) and 28.0 FTE positions from this unit. Remaining restricted revenue is from the State Aeronautics Fund (SAF). Proposed budget rolls up <i>Airport Improvement</i> and <i>Aviation Services</i> lines into a single <i>Aeronautics Services</i> line, recognizes economic adjustments, and adjusts FTE positions to current employee levels. Increases <i>Air service</i> grant program from \$100,000 to \$700,000. Net increase in SAF appropriations of \$952,700 from estimated fund balance carry-forward; FY 2013-14 decrease reflects revenue estimates.	FTEs 84.0 Gross \$11,557,100 IDG 387,400 Restricted 11,169,700	(30.0) (\$3,288,600) (387,400) (2,901,200)	0.0 (\$2,528,300) 0 (2,528,300)
19. Public Transportation Services Administers passenger public transportation programs. Net decrease from current year primarily reflects position transfers, a decrease of \$421,500 and 3.5 FTE positions. Also recognizes economic adjustments and adjusts FTE positions to current employee levels. Recognizes increase in federal funding for subrecipient oversight.	FTEs 46.0 Gross \$6,381,400 IDG 288,000 Federal 862,100 Restricted 5,231,300	(5.5) (\$255,200) (288,000) 110,000 (77,200)	0.0 \$0 0 0 0
20. Bus Transit - Local Bus Operating Assistance Budget includes \$166.6 million (CTF) for state operating assistance to local public transit agencies – unchanged since FY 2006-07.	Gross \$166,624,000 Restricted 166,624,000	\$0 0	\$0 0
21. Bus Transit - Non-Urban Operating/Capital Recognizes federal non-urban transit grants.	Gross \$22,787,900 Federal 21,987,900 Local 800,000	\$0 0 0	\$0 0 0
22. Office of Rail Governor recommends new <i>Office of Rail</i> reflecting department reorganization; funding and FTE positions transferred from existing programs, including freight services and rail safety programs.	FTEs 0.0 Gross \$0 Restricted 0	36.5 \$5,768,900 5,768,900	0.0 \$0 0
23. Freight Property Management Maintains state-owned rail facilities; no change from current year.	Gross \$1,000,000 Restricted 1,000,000	\$0 0	\$0 0

Executive Changes

Major Budget Changes From FY 2011-12 YTD Appropriations	Executive Changes			
		FY 2011-12 YTD (as of 2/9/12)	FY 2011-12 to FY 2012-13	FY 2012-13 to FY 2013-14
24. Detroit-Wayne County Port Authority	Gross	\$468,200	\$0	\$0
Provides operating assistance to the authority; no change from current year.	Restricted	468,200	0	0
25. Intercity Services	Gross	\$6,100,000	\$1,590,000	\$0
Supports intercity bus service through operating and capital assistance. Provides \$1.65 million additional CTF support; reduces Intercity Bus Equipment Fund authorization by \$60,000 to reflect actual revenue. Additional funding to provide for replacement of buses reaching end of service life.	Federal	4,500,000	0	0
	Local	50,000	0	0
	Restricted	1,550,000	1,590,000	0
26. Rail Passenger Service	Gross	\$11,667,000	(\$11,667,000)	\$0
AMTRAK provides rail passenger service between Port Huron/Chicago, Grand Rapids/Chicago, and on Detroit-Chicago corridor. Line provides both operating and capital assistance. Proposal rolls-up this line and <i>Freight Preservation and Development</i> into a single <i>Rail Operations and Infrastructure</i> line (see below).	Federal	3,000,000	(3,000,000)	0
	Local	0	0	0
	Private	0	0	0
	Restricted	8,667,000	(8,667,000)	0
27. Freight Preservation and Development	Gross	\$5,100,000	(\$5,100,000)	\$0
Program supports capital improvements to state owned rail property as well as a rail economic development grant program. Proposal rolls-up this line and <i>Rail Passenger Service</i> into a single <i>Rail Operations and Infrastructure</i> line (see below).	Federal	100,000	(100,000)	0
	Restricted	5,000,000	(5,000,000)	0
28. Rail Operations and Infrastructure	Gross	\$0	\$35,592,000	(\$19,374,700)
Budget rolls up <i>Rail Passenger Service</i> and <i>Freight Preservation and Development</i> into a single <i>Rail Operations and Infrastructure</i> line; adds \$7.6 million CTF and \$200,000 local/private to current year baseline to match federal rail passenger and/or rail freight program funds.	Federal	0	3,100,000	0
	Local	0	100,000	0
	Private	0	100,000	0
	Restricted	0	21,292,000	(8,374,700)
	GF/GP	0	11,000,000	(11,000,000)
Proposal includes \$11.0 million GF/GP boilerplate appropriation, described "one-time," in order to match available federal rail passenger and/or rail freight programs. Our table shows boilerplate appropriation as an appropriation line item. Decrease in FY 2013-14 reflects end of one-time GF/GP appropriation and anticipated reduction in CTF revenue.				
29. Marine Passenger Service	Gross	\$400,000	\$0	\$0
No change from current year.	Restricted	400,000	0	0
30. Terminal Development	Gross	\$461,000	\$0	\$0
No change from current year.	Restricted	461,000	0	0
31. Specialized Services	Gross	\$8,913,800	\$0	\$0
Supports transit programs for elderly and disabled citizens. No change from current year.	Federal	2,485,000	0	0
	Local	2,485,000	0	0
	Restricted	3,958,800	0	0
32. Municipal Credit Program	Gross	\$2,000,000	\$0	\$0
Reflects Act 51 earmark level of not less than \$2.0 million.	Restricted	2,000,000	0	0
33. Bus Capital/Transit Capital	Gross	\$50,048,400	\$28,984,500	(\$21,136,000)
Adds \$16.9 million CTF to current year baseline to match federal transit grants to local transit agencies. In addition, Governor recommends a \$12.0 million GF/GP boilerplate appropriation, described "one-time," in order to match available federal transit grants. This table shows boilerplate appropriation as if it were an appropriation line item.	Federal	28,300,000	0	0
	Local	5,000,000	0	0
	Restricted	16,748,400	16,894,500	(9,136,000)
	GF/GP	0	12,000,000	(12,000,000)
Decrease in FY 2013-14 reflects end of one-time GF/GP appropriation and anticipated reduction in CTF revenue.				

Executive Changes

<u>Major Budget Changes From FY 2011-12 YTD Appropriations</u>		FY 2011-12 YTD (as of 2/9/12)	FY 2011-12 to FY 2012-13	FY 2012-13 to FY 2013-14
34. Van Pooling	Gross	\$195,000	\$612,000	\$0
Provides increased state CTF matching funds for federal transit grants.	Restricted	195,000	612,000	0
35. Service Initiatives	Gross	\$1,415,000	\$450,000	\$0
Provides increased state CTF matching funds for federal grants.	Federal	1,150,000	0	0
	Local	200,000	0	0
	Restricted	65,000	450,000	0
36. Transportation to Work	Gross	\$9,700,000	\$0	\$0
No change from current year.	Federal	2,700,000	0	0
	Local	2,300,000	0	0
	CTF	4,700,000	0	0
37. State/Local Capital Facilities Projects	Gross	\$3,001,500	\$0	\$0
Provides \$3.0 million for department facilities. No change from current year.	Restricted	3,001,500	0	0
38. Aeronautics Capital Projects	Gross	\$109,750,600	(\$12,017,400)	(\$2,297,500)
Provides funding for federal Airport Improvement Program; reflects	Federal	94,090,600	(11,907,500)	0
anticipated program funding, including estimated available SAF revenue.	Local	13,133,500	(1,988,300)	0
	Restricted	2,526,500	1,878,400	(2,297,500)
39. State Employee Lump-Sum Payment (One-Time Boilerplate)	Gross	\$0	\$3,260,800	(\$3,260,800)
Budget includes \$3,260,800 Gross (\$3,246,000 state restricted; \$14,800 IDG	IDG	0	14,800	(14,800)
from DTMB) boilerplate appropriation for negotiated one-time lump sum	Restricted	0	3,246,800	(3,246,800)
payments to state employees.				

40. Economics

Budgetary changes described above include net economic increases of \$14.1 million reflecting negotiated salary and wage increases of \$2.8 million, \$25.6 million to fund Other Post Retirement Benefit (OPEB) obligations, \$2.0 million decrease in insurance costs, \$13.6 million decrease for actuarially-determined retirement contributions, and \$317,600 in other economic increases. Increase of \$9.2 million projected for FY 2013-14.

41. New Revenue Sources

The Governor's budget does not assume passage of any bills to increase state restricted transportation revenue.

42. FY 2013-14 Planning Budget

The Governor's proposed FY 2013-14 budget would be \$130.1 million less than FY 2012-13 as a result of four factors: \$9.2 million estimated increase of for "Active and retiree insurance and pension adjustment;" \$8.5 million net decrease in estimated restricted fund revenue; end of \$3.3 million one-time state employee lump sum pay; and end of \$119.0 million GF/GP appropriations designated as one-time in FY 2012-13. These changes are included in the budgetary changes described above.

Supplemental Recommendations for FY 2011-12 Appropriations

**FY 2011-12
Recommendation**

1. Welcome Center Operations	Gross	\$200,000
Governor recommends \$200,000 STF to extend hours of service at state Welcome Centers.	Restricted	200,000
2. Freight Preservation and Development	Gross	\$1,000,000
Governor recommends \$1.0 CTF for rural rail infrastructure improvements.	Restricted	1,000,000
3. Public Transportation Development – Service Initiatives	Gross	\$1,000,000
Provides funding for two projects: \$750,000 CTF to match federal funds for study of transit options along Woodward corridor from Detroit to Birmingham and Pontiac; \$250,000 CTF to support the establishment of a Regional Transit Authority in Southeast Michigan.	Restricted	1,000,000

Boilerplate Changes From FY 2011-12

Sec. 201. Total State Payments/Payments to Local Units – MODIFIED

Identifies total state spending; payments of state funds to local units of government. Updated to reflect Part 1 appropriations; renumbered as Sec. 18-201.

Sec. 202. Management and Budget Act – RETAINED

Indicates that appropriations are subject to the Management and Budget Act; renumbered as Sec. 20-202.

Sec. 203. Abbreviations – MODIFIED

Defines abbreviations; renumbered as Sec. 18-202.

Sec. 204. Civil Service Charge – DELETED

Requires department of Civil Service to bill departments at the end of the first fiscal quarter for 1% charge authorized in the Constitution; requires payment by the end of the second fiscal quarter.

Sec. 206. Contingency Appropriations – RETAINED

Provides for contingent federal, state, local, and private appropriations per DMB Act; renumbered as Sec. 18-203.

Sec. 207. Transparency – RETAINED

Directs department to maintain on a searchable website expenditures made during the fiscal year; number of employees and job classification; renumbered as Sec. 20-205.

Sec. 208. Internet Reporting – RETAINED

Requires department to use the Internet to fulfill reporting requirements; renumbered as Sec. 20-203

Sec. 209 Purchase of Foreign Goods – DELETED

Prohibits the purchase of foreign-made goods if comparable American or Michigan goods are available. Gives preference to Michigan businesses owned or operated by veterans.

Sec. 212. Receive/Retain Reports – DELETED

Requires department to retain reports funded from appropriation in part 1.

Sec. 211 and 214. Information Technology – DELETED

Requires department to pay user fees to Department of Technology, Management, and Budget subject to provisions of interagency agreement. Allows IT projects to carry forward as work projects.

Sec. 215. Communication with the Legislature – DELETED

Prohibits the department from taking disciplinary action against an employee for communicating with a legislator or his/her staff.

Sec. 216. Privatization Report – DELETED

Deletes reporting requirement on privatization efforts.

Sec. 228. General Fund Lapse Report – RETAINED

Requires report on estimated GF/GP lapses by November 15; renumbered as Sec. 20-204 with November 30th report due date.

Sec. 229. Restricted Fund Report – RETAINED

Deletes report on restricted fund balances; renumbered as Sec. 20-206.

Sec. 260. Out-of-State Travel – DELETED

Limits out-of-state travel.

Sec. 262. Hire of Outside Legal Counsel – RETAINED

Prohibits the department from hiring a person to provide legal services that are the responsibility of the Attorney General but exempts legal services for bonding or other activities authorized by the Attorney General; Renumbered as Sec. 18-204.

Sec. 263. Impact of New Legislation and Administrative Rules – DELETED

Requires a report on specific policy changes adopted to implement new public acts. Prohibits the department from adopting administrative rules that have a disproportionate impact on small business.

Sec. 270. Remanufactured Parts – DELETED

Requires use of remanufactured parts for repair and maintenance of state motor vehicle fleet.

Sec. 301. Permit Fees/Bridge Tolls – RETAINED

Provides for permit and FOIA processing fees; provides process for raising bridge tolls is not included; renumbered as Sec. 18-301.

Sec. 303. Legislative Report – DELETED

Report of funds received by city, village, and county road commission by legislative district.

Boilerplate Changes From FY 2011-12

Sec. 304. Confidentiality of Bid Documents – RETAINED

Provides for confidentiality of highway project bid documents; renumbered as Sec. 18-302.

Sec. 305. Lease of Space in Public Transportation Property – DELETED

Requires lease of space in public transportation facilities at market rates and that revenue be used for property maintenance/improvements.

Sec. 306. Use of Transportation Funds by Other State Agencies/Biennial Audit – RETAINED

Sets guidelines for use of transportation funds (Interdepartmental grants) by other state agencies; provides reporting requirements and biennial audit; renumbered as Sec. 18-303.

Sec. 307. Rolling Five-Year Plan – DELETED

Deletes requirement for Five-Year Plan report to legislature.

Sec. 308. Contract Compliance – DELETED

Deletes requirement that that MDOT and local road agencies pursue compliance with contract specifications for construction and maintenance, which provided for sanctions for unsatisfactory contractors, and prohibited the department from reducing or restricting a contractor's prequalification until all administrative appeals had been exhausted.

Sec. 309. Administrative Costs – DELETED

Requires MDOT to continue its efforts to reduce administrative costs.

Sec. 310. State Transportation Commission Minutes/Agenda – DELETED

Requires department provide copies of minutes and agenda to House and Senate Appropriations Subcommittees on Transportation, House and Senate Fiscal Agencies, and State Budget Director.

Sec. 312. State Trunkline Fund Carryforward – RETAINED

Allows carryforward authority for STF; appropriates for state trunkline federal aid and road and bridge program; renumbered as 18-501.

Sec. 313. State Infrastructure Bank – RETAINED

Allows department to increase and make loans from the State Infrastructure Bank; renumbered as 18-305.

Sec. 319. Rest Area Maintenance – DELETED

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

Sec. 353. Prompt Payment – DELETED

Deletes language directing department to review contractor payment process.

Sec. 354. Solicit Proposals for Improper Payment Audit – DELETED

Deletes requirement that department to solicit proposals for an audit of improper payments.

Sec. 357. Local Federal Aid Project Review – DELETED

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

Sec. 375. MDOT Open Houses and Groundbreaking Ceremonies – DELETED

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. 382. State Airfleet Study – DELETED

Deletes requirement that department and State Budget Office to provide independent study of needs of state airfleet.

Sec. 383. Report on Use of State Airfleet – DELETED

Requires quarterly report on use of MDOT-owned aircraft; recovery of department costs.

Sec. 384. New International Trade Crossing (NITC) – DELETED

Deletes section limiting spending on Detroit-Windsor crossing project.

Sec. 385. Private Facility Toll Credits – DELETED

Deletes section requiring use of toll credits earned from private toll facilities to match available federal funds.

Sec. 393. Best Practices for Public Transportation – DELETED

Deletes directive regarding best practices.

Sec. 398. Street Railway Appropriation – RETAINED

Provides for \$0 appropriation to a street railway pursuant to section 10e(22) of 1951 PA 51; renumbered as Sec. 18-704.

Sec. 401. Federal Aid Distribution Report – DELETED

Requires department to notify local agencies, Legislature, and state budget director on proposed distribution of federal funds between state and local units.

Boilerplate Changes From FY 2011-12

Sec. 402. Sale of Local Federal Aid – RETAINED

Authorizes local road agencies to sell federal aid to department or to other local road agencies; renumbered as Sec. 18-304.

Sec. 501. Motor Carrier Act – RETAINED

Describes distribution of revenue received under the Motor Carrier Act (1933 PA 254); renumbered as Sec. 18-401.

Sec. 503. TEDF/Local Bridge Fund Carryforward – RETAINED

Provides carryforward authority for TEDF and Local Bridge funds; prevents diversion for other purposes; authorizes use of federal, local, or private funds for program; renumbered as Sec. 18-502.

Sec. 504. MTF Distribution – RETAINED

Requires use of MTF in accordance with Act 51 requirements; renumbered as Sec. 18-402.

Sec. 601. Road Construction Warranties – DELETED

Encourages use of road construction warranties; reporting requirement.

Sec. 602. Manufactured Pipe – DELETED

Provides standards for use and testing of manufactured pipe.

Sec. 603. Traffic Congestion – DELETED

Directs department to consider traffic congestion be used as criteria in project selection.

Sec. 610. Dead Deer – DELETED

Legislative intent language regarding clean-up of dead deer and other large animal remains.

Sec. 612. Incentive/Disincentive – DELETED

Requires department to establish guidelines for use of incentive/disincentive contracts; establishes a reporting requirement; report due January 1st of each year.

Sec. 660. Use of Alternative Materials – DELETED

Encourages the department to examine the use of alternative road surface materials; use of crumb rubber from tires.

Sec. 664. Use of Additional MTF Revenue – DELETED

Provides that revenue in excess of revenue estimates be used to reinstate delayed projects.

Sec. 701. Intercity Bus Equipment Fund – RETAINED

Provides for separate accounting and carryforward authority for this fund; renumbered as Sec. 18-701.

Sec. 702. Rail Preservation Fund – RETAINED

Provides for accounting and carryforward authority; reference to State Transportation Preservation Act of 1976 (1976 PA 295); renumbered as Sec. 18-702.

Sec. 703. Rail Abandonment Notice – DELETED

Requires notification of Legislature when railroad companies file for abandonment of lines.

Sec. 706. Detroit/Wayne County Port Authority – RETAINED

Requires report due by February 15 of each year; renumbered as Sec. 18-703.

Sec. 708. Intercity Bus Equipment Program – DELETED

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

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

Directs department to negotiate with a rail carrier to provide seven-day Port Huron/Chicago and Grand Rapids/Chicago service; provides certain directives; report on capital projects.

Sec. 714. Local Transit Demand-Response Services – DELETED

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

Sec. 731. Intercity Bus Space Rental – DELETED

Requires department 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 – DELETED

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

Sec. 740. Review of CTF Fund Balances – DELETED

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

Sec. 801. State Aeronautics Fund – RETAINED

Requires that unexpended funds in the State Aeronautics Fund lapse back to the fund; renumbered as Sec. 18-601.

Boilerplate Changes From FY 2011-12

Sec. 901. Aeronautics Capital Program – RETAINED

Permits department to contract for airport improvement projects on behalf of local airport owners; local match requirements, requires local agencies to obtain authorization before submitting projects to federal agencies; renumbered as Sec. 18-801.

Sec. 902. Aeronautics Capital Program Status Report – DELETED

Deletes reporting requirement.

Sec. 903. Capital Outlay Carry Forward – RETAINED

Provides for carry forward authority in accordance with the Management and Budget Act; renumbered as Sec. 18-803.

Sec. 904. Capital Outlay Authorization/Lapse – RETAINED

Language on allocation of lump-sum appropriations; renumbered as Sec. 18-802.

Sec. 1001. One-Time GF/GP Swing Bridge Maintenance – DELETED

Current year included \$500,000 GF/GP appropriation for maintenance of two swing bridges; See Sec. 18-901 for proposed FY 2012-13 one-time appropriation.

Sec. 1201. Intent to provide FY 2012-13 Appropriations – DELETED

Current year included language regarding FY 2012-13 planning budget.

Sec. 18-901. ONE-TIME BASIS ONLY –NEW

For the state fiscal year ending September 30, 2013, there is appropriated, on a 1-time basis only, \$119,000,000.00 from general fund/general purpose revenue and related federal and state restricted revenue for the following purposes:

Federal aid match for state trunkline and road and bridge	
Construction	\$ 96,000,000
Federal aid match for transit capital.....	12,000,000
Federal aid match for rail operations and infrastructure.....	11,000,000
State employee lump sum payments.....	3,260,800
GROSS APPROPRIATION	\$ 122,260,800
Appropriated from:	
Interdepartmental grant revenues.....	14,800
State restricted revenues.....	3,246,000
State general fund/general purpose.....	119,000,000