



APPROPRIATION LINE ITEM AND BOILERPLATE HISTORY

**DEPARTMENT OF TRANSPORTATION
 PART 1: LINE ITEM DETAIL**

	2025 PA 22 FY 2025-26 Initial
STATE TRANSPORTATION DEPARTMENT	
1. <u>Unclassified full-time equated (FTE) positions</u> - Positions that are exempted from the classified state civil service pursuant to Article XI, Section 5 of the Michigan Constitution. These positions include elected officials, heads of principal departments, a limited number of policy-making positions in departments, members of boards and commissions, employees of state institutions of higher education, employees of the Judiciary, and employees of the Legislature.	6.0
2. <u>Classified FTE positions</u> - All positions in state service unless exempted by Article XI, Section 5 of the Michigan Constitution. One FTE position equals 2,088 hours. Twenty positions were removed for FY 2025-26.	3,202.3
3. <u>GROSS APPROPRIATION</u> - Total appropriations	\$7,889,495,800
4. <u>Interdepartmental grants (IDG)</u> - Funds that are also appropriated in other budgets. These funds are categorized as IDGs in the department that spends the funds and are therefore subtracted from the Gross Appropriation to avoid double counting total statewide appropriations.	4,366,200
5. <u>ADJUSTED GROSS APPROPRIATION</u> - Gross appropriations less IDGs.	7,885,129,600
6. <u>Federal revenue</u> - Funding allocated to the state by the federal government. Federal aid increased significantly for FY 2025-26, up by nearly \$56 million.	2,329,605,500
7. <u>Local revenue</u> - Funds paid by local units of government that support state services and programs.	87,448,500
8. <u>Private revenue</u> - Available appropriated funds from private sources, including funding from non-governmental agencies. Private contributions increased by \$1.7 million for FY 2025-26.	20,500,000
9. <u>State restricted revenue</u> - Revenue earmarked for a specific purpose by the State Constitution, statute, or appropriation bill. Restricted revenue also includes general fund/special purpose funds, such as fee revenue used to support licensing programs. This increased by about \$1.2 billion.	5,447,575,600
10. <u>State general fund/general purpose</u> - Revenue that has no constitutional or statutory restrictions on how it is used. Approximately 90% of the general fund/general purpose (GF/GP) revenue is derived from the income, corporate income, insurance, sales, and use taxes.	0
11. <u>Payments to locals</u> - State appropriations from GF/GP or state restricted revenues that will be allocated to local units of government.	3,384,739,600

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

Sec. 102 DEBT SERVICE

1.	<u>Airport safety and protection plan</u> Funds principal and interest payments on proposed Comprehensive Transportation Fund (CTF) bonds, the proceeds of which will be used for airport safety and security projects. Although these are CTF bonds, the debt service will be covered by State Aeronautics Fund revenue. The debt payment from the fund increased slightly for FY 2025-26.	3,618,200
2.	<u>Blue Water Bridge fund</u> Funds principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for Blue Water Bridge projects such as upkeep or painting. The debt payment from the fund decreased slightly for FY 2025-26.	3,320,300
3.	<u>Economic development</u> Funds principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for the Economic Development Fund (EDF) program. The debt payment from the fund decreased slightly for FY 2025-26.	234,300
4.	<u>Local bridge fund</u> Public Act 51 of 1951 provides an off-the-top distribution from the Michigan Transportation Fund for principal and interest payments on STF bonds (original and refunding), the proceeds of which are used for critical bridge projects. The debt payment from the fund decreased slightly for FY 2025-26.	77,300
5.	<u>State trunkline</u> Section 9 of Article IX of the Michigan Constitution authorizes the issuance of debt pledging transportation taxes and fees. Public Act 51 of 1951 effectively limits the total amount of State Trunkline Fund (STF) debt by allowing up to 50% of the dedicated taxes credited to the STF (gas and registration taxes) in the prior fiscal year to be used for principal and interest payments. By agreement with the State Transportation Commission, the Department limits annual debt payments to 25% of gas and registration taxes. For many years prior to FY 2022-23, revenue for this line included several tens of millions in Federal revenue. Starting in FY 2022-23, the whole payment amount was covered by the state trunkline fund. The debt payment from the fund decreased slightly for FY 2025-26.	333,554,100
UNIT GROSS APPROPRIATION		\$340,804,200
	Federal revenue	0
	State restricted revenue	340,804,200
	State general fund/general purpose	0

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

Sec. 103 INTERDEPARTMENT AND STATUTORY CONTRACTS

1.	<u>CTF grant to civil service commission</u>	225,300
	Funds civil service administrative costs related to Department of Transportation, public transportation program employment, based on the constitutionally-mandated 1% charge.	
2.	<u>CTF grant to department of attorney general</u>	111,500
	Funds legal services provided to the Department of Transportation, public transportation program.	
3.	<u>CTF grant to department of treasury</u>	54,900
	Funds money-management activities attributable to Comprehensive Transportation Fund programs.	
4.	<u>CTF grant to legislative auditor general</u>	48,500
	Funds audit-related costs for Department of Transportation, public transportation program.	
5.	<u>CTF grant to department of technology, management, and budget</u>	40,300
	Funds administrative costs related to Department of Transportation, public transportation program.	
6.	<u>MTF grant to department of environment, Great Lakes, and energy</u>	2,202,200
	Funds the allowable costs of environmental assessments for state road and bridge projects. Prior to FY 2019-20, called the Department of Environmental Quality.	
7.	<u>MTF grant to department of treasury</u>	3,761,300
	Funds the allowable costs of fuel tax collection.	
8.	<u>MTF grant to the legislative auditor general</u>	393,900
	Funds audit-related costs for Michigan Transportation Fund programs.	
9.	<u>MTF grant to department of state for collection of revenue and fees</u>	20,000,000
	Funds the allowable costs of collection of vehicle registration and title revenue.	
10.	<u>SAF grant to civil service commission</u>	140,000
	Funds civil service administrative costs related to Department of Transportation, aeronautics program employment, based on the constitutionally-mandated 1% charge.	
11.	<u>SAF grant to department of attorney general</u>	196,400
	Funds legal services provided to the Department of Transportation, aeronautics program.	
12.	<u>SAF grant to department of treasury</u>	72,200
	Funds money-management activities attributable to State Aeronautic Fund programs.	
13.	<u>SAF grant to legislative auditor general</u>	38,100
	Funds audit-related costs for Department of Transportation, aeronautics program.	
14.	<u>SAF grant to department of technology, management, and budget</u>	28,600
	Funds administrative costs related to Department of Transportation, aeronautics program.	
15.	<u>STF grant to civil service commission</u>	7,160,100

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

	Funds civil service administrative costs related to Department of Transportation, road and bridge program employment, based on the constitutionally-mandated 1% charge.	
16.	<u>STF grant to department of attorney general</u>	2,236,500
	Funds legal services provided to the Department of Transportation, road and bridge program.	
17.	<u>STF grant to department of state police</u>	13,945,400
	Funds motor carrier enforcement activities of the Department of State Police and the data center for locating traffic accidents.	
18.	<u>STF grant to department of technology, management, and budget</u>	1,235,100
	Funds administrative costs related to Department of Transportation, road and bridge program.	
19.	<u>STF grant to department of treasury</u>	167,000
	Funds money-management activities attributable to State Trunkline Fund programs.	
20.	<u>STF grant to legislative auditor general</u>	914,900
	Funds audit-related costs for Department of Transportation, road and bridge program.	
	UNIT GROSS APPROPRIATION	\$52,972,200
	State restricted revenue	52,972,200
	State general fund/general purpose	0

Sec. 104 DEPARTMENTAL ADMINISTRATION AND SUPPORT

1.	<u>Unclassified positions</u>	993,200
	Unclassified FTE positions	6.0
	Funds the salaries of the department's six unclassified employee positions: Director, Governmental Affairs Director, Transportation Commission Advisor, Office of Business Development Director, and Communications Director.	
2.	<u>Asset management council</u>	2,299,900
	Funds the operation costs of the Asset Management Council established in P.A. 51 of 1951. The Council will provide a coordinated, unified, asset management strategy for the State.	
3.	<u>Business support services</u>	13,174,900
	Classified FTE positions	75.0
	Funds the Office of Communications responsible for dissemination of information. Also funds the Office of Governmental Affairs responsible for communication with the legislature. Thirdly, funds the executive office which consists of the Chief Administrative Officer and the Chief Operations Officer and administrative support staff costs of the Office.	

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

	2025 PA 22 FY 2025-26 Initial
4. <u>Commission audit</u>	4,929,800
Classified FTE positions	29.3
Funds the Office of Commission Audits which is charged with developing and maintaining an ongoing, comprehensive audit program. This office is responsible for both financial and performance audits of department programs and conducting financial audits of contractors.	
5. <u>Economic development and enhancement programs</u>	1,897,500
Classified FTE positions	11.0
Funds the Office of Economic Development and Enhancement which is responsible for administration of the Transportation Economic Development Fund (TEDF), enacted in 1987. This fund is structured into five different categories (See Sec. 113) intended to address a broad variety of transportation needs at the State and local level. Administrative costs are limited, in statute, to one percent of the total fund.	
This line also funds the administrative costs of the State Infrastructure Bank and Federal Transportation Alternative (TAP) Program.	
6. <u>Finance, contracts, and support services</u>	28,214,200
Classified FTE positions	195.0
Responsible for all budgetary and financial functions within the department, all purchasing and contracting functions for the department (including prequalification, bid letting, and processing pay estimates for road and bridge construction projects), and various technical, administrative, logistical, and facilities-related services within the department.	
FTE positions for this line increased by 1.0 FTE for FY 2025-26.	
7. <u>Property management</u>	9,682,100
Funds private leased space and charges for state-owned property occupied by the department.	
8. <u>Workers compensation</u>	1,720,000
Estimated costs of workers' compensation insurance claims.	
UNIT GROSS APPROPRIATION	\$62,911,600
IDG	4,366,200
State restricted revenue	58,545,400
State general fund/general purpose	0

Sec. 105 INFORMATION TECHNOLOGY

1. <u>Information technology services and projects</u>	42,299,500
Funds user charges to the Department of Technology, Management and Budget for IT related services provided to the Department.	

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

UNIT GROSS APPROPRIATION

Federal revenue	\$42,299,500
State restricted revenue	520,500
State general fund/general purpose	41,779,000
	0

Sec. 106 TRANSPORTATION PLANNING

1. <u>Planning services</u>	45,371,600
Classified FTE positions	144.0

Responsible for the Intermodal Policy, Statewide Planning, and Asset Management programs.

2. <u>Grants to regional planning councils</u>	488,800
--	---------

Allocation to regional planning agencies to conduct data collection and analysis, public participation in planning processes, and inter-agency coordination.

UNIT GROSS APPROPRIATION

Federal revenue	\$45,860,400
State restricted revenue	26,000,000
State general fund/general purpose	19,860,400
	0

Sec. 107 DESIGN AND ENGINEERING SERVICES

1. <u>Program development and delivery</u>	135,554,900
Classified FTE positions	1,046.5

This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports planning, surveys, real estate, design, construction, materials and pavement management, bridge programs and inspections, program coordination and services, and bridge design. FTEs and dollar amounts were shifted in a reorganization in 2024-25.

2. <u>System operations management</u>	119,754,200
Classified FTE positions	563.0

This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports traffic safety & operations, intelligent transportation systems, system environmental, permits, system services and moveable bridges. FTEs and dollar amounts were shifted in a reorganization in 2024-25.

3. <u>Business services</u>	11,846,500
Classified FTE positions	47.8

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

This line unrolled from Program development, delivery, and systems operations for the first time for FY 2019-20. The unrolled line supports research, local agency programs, performance management, operations administration and services, business development, safety and security, technical services, and coordination with the Attorney General. FTEs and dollar amounts were shifted in a reorganization in 2024-25.

UNIT GROSS APPROPRIATION

Federal revenue	\$267,155,600
State restricted revenue	23,529,800
State general fund/general purpose	243,625,800
	0

Sec. 108 HIGHWAY MAINTENANCE

1. <u>State trunkline operations</u>	503,716,400
Classified FTE positions.	908.7

Funds state trunkline road and bridge maintenance performed by State and private contractors under contract with the Department. 120 additional FTEs were added to this line for FY 2021-22 for Monroe operations and to change seasonal employees to year-round.

UNIT GROSS APPROPRIATION

State restricted revenue	\$503,176,400
State general fund/general purpose	503,176,400
	0

Sec. 109 ROAD AND BRIDGE PROGRAMS

1. <u>Cities and villages</u>	989,893,300
-------------------------------	-------------

Allocates 21.8% of the net remaining MTF revenue to cities and villages after statutory earmarks and CTF dollars have been deducted pursuant to Public Act 51 of 1951. This funding is divided among individual municipalities based on various criteria, including road mileage and population. Funding increased under the road funding bills for FY2025-26 by about \$155.0 million.

2. <u>County road commissions</u>	1,790,859,100
-----------------------------------	---------------

Public Act 51 of 1951 allocates 39.1% of the net remaining MTF revenue to county road commissions. This funding is divided among the 83 road commissions based on various criteria, including road mileage, population, and vehicle registrations. Funding increased under the road funding bills for FY2025-26 by about \$474.0 million.

3. <u>Grants to local programs</u>	33,000,000
------------------------------------	------------

Public Act 51 of 1951 provides an off-the-top allocation of \$33 million from the MTF to the Local Program Fund. This funding is statutorily divided: 64.2% to county road commissions and 35.8% to cities and villages.

4. <u>Local bridge program</u>	126,417,700.1
--------------------------------	---------------

Public Act 51 of 1951 provides an allocation of \$5 million from the MTF to the Local Bridge Fund. In addition, one-half of one cent of gasoline tax revenue is dedicated to this fund. This fund is used for repair and replacement costs of local bridges. This line item increased in FY2025-26 by \$100.0 million from the road funding bills.

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

	2025 PA 22 FY 2025-26 Initial
5. <u>Local federal aid and road and bridge construction</u> Provides spending authorization for federal highway aid allocated to local road agencies for local road and bridge programs. Approximately 25% of all federal funds are statutorily-allocated to local agencies. The IJA increased available Federal revenue for all states. Due to the 25% share that must go to local agencies., this line increased by 18.0 million in FY 2025-26	428,999,800
6. <u>Local agency wetland mitigation bank fund</u> The funds set aside for the wetland mitigation bank fund are distributed as grants by the advisory board to local road agencies for the purchase of land and the design and construction of wetland mitigation banks. This line was added in FY 2017- 18.	2,000,000
7. <u>Movable bridge</u> A fund to cover the operational costs of 24 movable bridges throughout the state. This line was added for FY 2017-18.	6,309,000
8. <u>Rail grade crossing</u> Public Act 51 of 1951 provides an of \$3 million from the MTF to the Rail Grade Crossing program. This program supports safety and regulatory initiatives affecting road authorities and common carriers operating in Michigan. Includes funding of rail grade crossing improvements, usually at a 50% match to federal funding.	3,000,000
9. <u>Rail grade crossing-surface improvements</u> Added in FY 2016-17 as a result of the Public Act 175 of 2015, part of the road funding legislation adopted in 2015. Public Act 175 of 2015 amended P.A. 51 of 1951 to establish the Grade Crossing Surface Account and authorize appropriations of up to \$3.0 million per year from the State Trunkline Fund into the Grade Crossing Surface Account, which subsidizes 60% of the cost of approved projects designed to make surface improvements at private rail grade crossings on public roads and streets.	3,000,000
10. <u>State trunkline federal aid and road and bridge construction</u> Funds state trunkline road and bridge construction program. FY 2025-26 increased \$233.3 million due to the road funding bills.	1,851,212,700
 UNIT GROSS APPROPRIATION	\$5,274,691,300
Federal revenue	1,744,226,200
Local revenue	30,003,500
Private revenue	10,000,000
State restricted revenue	3,490,461,600
State general fund/general purpose	0
 Sec. 110 BLUE WATER BRIDGE	
1. <u>Blue Water Bridge operations</u> Classified FTE positions	7,908,600 47.0
Funds the operating and maintenance costs for the twin bridges of the Blue Water Bridge spanning the St. Clair River.	

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

UNIT GROSS APPROPRIATION

State restricted revenue
State general fund/general purpose

\$7,908,600
7,908,600
0

Sec. 111 TRANSPORTATION ECONOMIC DEVELOPMENT FUND

1. Forest roads 5,000,000

Statutory earmark (Category E) from the Economic Development Fund to fund construction or reconstruction of roads essential to the transport of forest products from Michigan's commercial forests. Funding is allocated to select county road commissions.

2. Rural county primary 10,547,600

This program, commonly referred to as Category D, receives 25% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. Funds are allocated to local road agencies in counties with populations of 400,000 or less. Funds are used for projects to enhance the local primary road system that link to the state trunkline system.

3. Rural county urban system 2,500,000

Statutory earmark (Category F) from the Economic Development Fund to fund road and street improvements in small cities and villages to provide continuity of an all-season road network in Michigan's rural counties. Funding is allocated on a competitive basis to eligible local road agencies.

4. Target industries/economic development 24,595,300

This line item represents a statutory earmark of 50% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. This allocation, commonly referred to as Category A, supports road and street projects related to economic development opportunities in agriculture or food processing, tourism, forestry, high technology research, manufacturing, mining, or eligible office center developments. Funding is allocated to projects on a competitive basis to any road agency (state or local) throughout the year. The program is jointly administered by the department and the Michigan Economic Development Corporation. \$3.0 million redirected toward the new Community Service Infrastructure Fund beginning in FY 2018-19.

5. Urban county congestion 10,547,600

This program, commonly referred to as Category C, receives 25% of the net Economic Development Fund revenue following deductions for administration, debt service, and the Category E and F allocations. Funds are allocated to counties with populations greater than 400,000 pursuant to percentages set in statute (Genesee 24%, Kent 24%, Macomb 20%, Oakland 40%, and Wayne 16%). Funds are used for road or transit projects to reduce congestion on primary county roads and major city streets within these counties.

UNIT GROSS APPROPRIATION

State restricted revenue
State general fund/general purpose

\$53,190,500
53,190,500
0

Sec. 112 AERONAUTICS SERVICES

1.	<u>Air service program</u>	50,000
	The Air Service Program, originally established in 1987, funds airport-specific projects related to capital improvement and equipment, carrier recruitment and retention, and airport awareness. Was not funded in FY 2015-16. The line was reduced \$200,000 for FY 2020-21.	
2.	<u>Aviation services</u>	7,848,300
	Classified FTE positions	48.0
	The Office of Aeronautics has three primary units: planning and development, programming, and transport and safety.	
	This program provides funding for administrative, fiscal, and legislative liaison services; project management for programming, planning, design, and construction of airport improvement projects; and services to support airport inspection, safety and education programs, airport development programs, and air transport services for State employees. Total FTE positions reduced from 52 to 46 for the FY 2017-18 budget. Air fleet operations and maintenance line was rolled out from Aviation services in FY 2018-19. Reduced fuel tax revenue reduced the line by almost \$700,000 for FY 2020-21.	
	UNIT GROSS APPROPRIATION	\$7,898,300
	State restricted revenue	7,898,300
	State general fund/general purpose	0

Sec. 113 PUBLIC TRANSPORTATION SERVICES

1.	<u>Passenger Transportation Services</u>	7,410,900
	Classified FTE positions	46.0
	Responsible for the development and management of operating capital and technical assistance programs and projects, for purposes of providing coordinated local public transit, marine, and intercity bus transportation services and facilities statewide. The division is also responsible for the regulation of intercity buses and limousines.	
	UNIT GROSS APPROPRIATION	\$7,410,900
	Federal revenue	2,000,000
	State restricted revenue	5,410,900
	State general fund/general purpose	0

Sec. 114 LOCAL BUS TRANSIT

1.	<u>Local bus operating</u>	271,607,300
----	----------------------------	-------------

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

Public Act 51 of 1951 provides state cost share for eligible operating costs of local transit agencies. The statute authorizes up to 50% reimbursement to urbanized systems (population greater than 100,000) and 60% reimbursement to systems in areas with populations less than 100,000. Final reimbursement rates are contingent on the amount of the appropriation and the amount of eligible costs incurred by local systems. Funding increased \$15.0 million for FY 2023-24 and \$10.0 million in FY 2024-25 and \$44.8 million in FY 2025-26

2.	<u>Nonurban operating/capital</u>	41,123,000
	Federal funds and required matching local funds to provide operating and capital assistance to transit agencies in nonurbanized areas (under 50,000 population). Michigan has historically used the allocation primarily for operating assistance.	
	UNIT GROSS APPROPRIATION	\$312,730,300
	Federal revenue	39,123,000
	Local revenue	2,000,000
	State restricted revenue	271,607,300
	State general fund/general purpose	0

Sec. 115 INTERCITY PASSENGER AND FREIGHT

1.	<u>Detroit/Wayne County port authority</u>	600,000
	Provides operating assistance to the Detroit/Wayne County Port Authority. State assistance is limited to 50% of the operating budget of the Authority by Public Act 639 of 1978. The remainder of the Authority's budget is provided by Wayne County and the City of Detroit. The line was reduced by \$50,000 for FY 2018-19. This amount was restored in a supplemental. It was reduced again by \$50,000 for FY 2019-20. It was reduced by another \$18,000 for FY 2020-21. It was raised to \$500,000 for FY 2021-22. It was increased again to \$600,000 in FY 2023-24.	
2.	<u>Freight property management</u>	1,300,000
	Funds leases, taxes, inventory control, maintenance and repair, insurance, security, appraisals, rail banking activities, and environmental remediation associated with State-owned rail facilities.	
3.	<u>Intercity services</u>	10,189,700
	Provides funds to service intercity carriers. Equipment leased from the State must be used for regularly scheduled routes that travel in Michigan.	
4.	<u>Marine passenger services</u>	20,559,100
	Funds capital support to the Eastern Upper Peninsula Transportation Authority ferry services linking Drummond, Neebish, and Sugar Islands with Chippewa County. This program also contributes capital support to the Beaver Island Transportation Authority for ferry service between the Island and Charlevoix. Federal funding through the IJA and additional CTF increased the line from just over \$1.0 million at the start of FY 2021-22 to over \$5.0 million in FY 2023-24.	
5.	<u>Office of Rail</u>	7,485,900

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

<p>Classified FTE positions</p> <p>Administers the State rail system, focusing on safety and economic needs. The office performs various regulatory and program functions related to passenger and freight rail.</p>	41.0
<p>6. <u>Rail operations and infrastructure</u></p> <p>After being unrolled into two separate lines for FY 2019-20, this line was restored to a single line item for FY 2020-21. The line was increased by \$10.0 million in federal funds and over \$21 million in CTF for FY 2022-23. The line was increased again in FY 2024-25 to \$152.2 million, with a small decrease for FY 2025-26</p>	149,388,500
<p>UNIT GROSS APPROPRIATION</p> <p>Federal revenue</p> <p>Local revenue</p> <p>Private revenue</p> <p>State restricted revenue</p> <p>State general fund/general purpose</p>	<p>\$189,523,200</p> <p>54,362,700</p> <p>760,000</p> <p>4,500,000</p> <p>129,900,500</p> <p>0</p>
Sec. 116 PUBLIC TRANSPORTATION DEVELOPMENT	
<p>1. <u>Municipal credit program</u></p> <p>Public Act 51 of 1951 provides that not more than \$2 million shall be distributed for this program, which provides public transportation services in southeast Michigan. The program is administered by the Detroit Department of Transportation and the Suburban Mobility Authority for Regional Transportation.</p>	2,000,000
<p>2. <u>Service initiatives</u></p> <p>This program funds grants to local agencies for ride sharing activities; transit-related projects in the areas of research, development and demonstration, training, planning and coordination, and special projects; and regional travel across one or more county lines into areas outside of current service areas with a focus on multi-county service as opposed to expansion of new services within a county. Funding from this last portion is distributed through a competitive application process and is available to transit agencies, planning agencies, governmental agencies, public and private nonprofit providers, or private, for-profit providers. The IJA increased federal spending for this line by roughly \$7 million in FY 2021-22. The line increased slightly in FY 2025-26.</p>	20,992,300
<p>3. <u>Specialized services</u></p> <p>Public Act 51 of 1951 requires that a minimum of \$3.6 million be distributed as grants to support transit service to Michigan's elderly and persons with disabilities. The Transportation to Work line item was rolled into this line for FY 2022-23.</p> <p>The IJA increased federal spending for this line by \$3.2 million beginning in FY 2021-22. It increased by \$3.4 million in FY 2023-24 and decreased slightly in FY 2025-26.</p>	30,342,700
<p>4. <u>Transit capital - Urban</u></p> <p>This program funds capital needs of local transit systems and specialized services systems for elderly and persons with disabilities. Transit capital was unrolled into urban and rural categories for the first time for FY 2019-20. For FY 2020-21 a \$12.0 million reduction in restricted CTF revenue was offset by large increases in Federal and local funding, raising the overall appropriation amount for transit capital (both lines, combined) by \$39.4 million. The urban and rural lines were rolled back up for FY 2021-22. Funding decreased by roughly 7.0 million in FY 2025-26.</p>	247,793,500

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

- | | | |
|----|---|---------|
| 5. | <u>Van pooling</u> | 400,000 |
| | This program funds grants to qualified commuting groups of nine or more persons. The line was reduced by \$45,000 for FY 2020-21 but restored for FY 2021-22. | |

UNIT GROSS APPROPRIATION

\$366,528,500

Federal revenue	169,803,300
Local revenue	37,185,000
Private revenue	4,000,000
State restricted revenue	155,540,200
State general fund/general purpose	0

Sec. 117 CAPITAL OUTLAY

SUBSECTION (1): BUILDINGS AND FACILITIES

- | | | |
|----|---|-----------|
| 1. | <u>Salt storage buildings and containment control</u> | 3,000,000 |
|----|---|-----------|

This line item, created for FY 2017-18, is an investment of State Trunkline Funds (STF) for the renovation of existing salt storage facilities. The initial investment will help the Department prioritize storage facility repairs based upon need. Prior to FY 2017-18, this project was categorized as deferred maintenance. Increased \$500,000 in FY 2023-24.

- | | | |
|----|--|-----------|
| 2. | <u>Special maintenance, remodeling, and additions</u> | 5,000,500 |
| | Funding for capital outlay projects at State-owned facilities. Increased nearly \$2.0 million in FY 2023-24. | |

UNIT GROSS APPROPRIATION

\$8,000,500

State restricted revenue	8,000,500
State general fund/general purpose	0

SUBSECTION (2): AIRPORT IMPROVEMENT PROGRAMS

- | | | |
|----|--|-------------|
| 1. | <u>Airport Safety, protection, and improvement program</u> | 189,045,000 |
|----|--|-------------|

Funding for capital outlay projects at Michigan airports. The amount of this line item is subject to the amount of federal funds awarded to the State for various projects, as well as the Federal Aviation Administration's determination of what discretionary projects will receive funding. The line increased by nearly \$7 million in FY 2025-26.

- | | | |
|----|--|------------|
| 2. | <u>Detroit Metropolitan Wayne County Airport</u> | 13,020,000 |
|----|--|------------|

Public Act 259 of 2015 established the Qualified Airport Fund, which distributes money to qualified airports for purposes relating to capital improvements to landing areas. The FY 2016-17 budget represents the first year. In FY 2025-26 it increased by \$6.3 million from the road funding bills.

- | | | |
|----|---|-------------|
| 3. | <u>IIJA airport infrastructure grants</u> | 115,000,000 |
|----|---|-------------|

Beginning in FY 2021-22, with the passage of the IIJA, this line provides operating assistance grants to local airports statewide.

**DEPARTMENT OF TRANSPORTATION PART 1:
LINE ITEM DETAIL**

**2025 PA 22
FY 2025-26
Initial**

UNIT GROSS APPROPRIATION	\$317,065,300
Federal revenue	270,000,000
Local revenue	17,500,000
Private revenue	2,000,000
State restricted revenue	27,565,300
State general fund/general purpose	0
Sec. 118 ONE-TIME	
1. <u>Road user charge study and pilot program</u>	7,650,000
One-time MTF was included for a user charge pilot program.	
2. <u>Maritime and port fund</u>	5,294,700
One-time CTF funding to the maritime and port fund.	
4. <u>Railroad heritage and preservation program</u>	5,294,700
One-time CTF funding to fund historic rail line preservation.	
5. <u>Non-motorized public transportation/trails</u>	5,294,700
One-time CTF was included for non-motorized public projects.	
6. <u>Deposit to state aeronautics fund general aviation</u>	5,294,700
One-time CTF was included as a deposit into the state aeronautics fund	
UNIT GROSS APPROPRIATION	\$28,828,800
State restricted revenue	28,828,800
State general fund/general purpose	0

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
----------------	-------------------------

GENERAL SECTIONS

201 **Total State Spending in Part 1.** Total State spending and payments to locals reporting section for appropriations made in Part 1.

Background: This subsection states the total state spending from State resources contained in Part 1 of the bill. It also lists the total payment to local units of government in Part 1. This is a standard boilerplate section contained in all appropriation bills pursuant to 1984 PA 431. The statutory reference is MCL 18.1367.

202 **Management and Budget Act.** States that appropriations authorized under this Act are subject to the Management and Budget Act.

Background: This is a standard section contained in all appropriation bills.

203 **Definitions.** Definitions of acronyms contained in Act.

Background: This is a standard section contained in all appropriation bills.

204 **Internet Reporting.** Requires use of the Internet to fulfill reporting requirements unless otherwise specified. As of FY 2020-21, the section requires transmission of reports by email to the recipients identified in each reporting requirement.

Background: First included in the FY 1999-2000 budget. Amended in FY 2020-21 to require transmission of reports by email to identified recipients. Prior language was permissive.

205 **American Goods.** Requires department directors to purchase American made goods if it is reasonable.

206 **Prohibit Disciplinary Action.** Prohibits the Department from taking disciplinary action against an employee for communicating with a member of the Legislature or legislative staff unless the communication is otherwise prohibited by law.

Background: This section was added in FY 2005-06 to all budget acts. For FY 2019-20 the Governor declared this section unenforceable. Section amended for FY 2020-21 to include language that allows for disciplinary action if the communication is otherwise prohibited by law. The section was declared unenforceable again for FY 2021-22 and FY 2023-24.

207 **Out-of-State Travel.** Requires an annual report on all out-of-state travel by employees funded in part or in whole with funds appropriated to the Department's budget.

Background: The language of this section remains unchanged over the previous three budget cycles. Prior to the FY 2013-14 budget, out-of-state travel was restricted unless an exception applied.

209 **General Fund Balance Report.** Requires the Department to provide an annual report on General Fund lapses.

Background: This section was added in FY 2011-12. For FY 2019-20, the Governor declared this section unenforceable, but also stated the State Budget Office would make a good faith effort to comply.

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
207	<p><u>Out-of-State Travel.</u> Requires an annual report on all out-of-state travel by employees funded in part or in whole with funds appropriated to the Department's budget.</p> <p>Background: The language of this section remains unchanged over the previous three budget cycles. Prior to the FY 2013-14 budget, out-of-state travel was restricted unless an exception applied.</p>
209	<p><u>General Fund Balance Report.</u> Requires the Department to provide an annual report on General Fund lapses.</p> <p>Background: This section was added in FY 2011-12. For FY 2019-20, the Governor declared this section unenforceable, but also stated the State Budget Office would make a good faith effort to comply.</p>
210	<p><u>Contingency Funds.</u> Permits additional Federal, restricted, local, and private funds received during the year to be spent after approval of a legislative transfer.</p> <p>Background: This is a standard section contained in all appropriation bills. Amended in FY 2019-20 to reduce the amounts of contingency fund authorization, increased in FY 2024-25.</p>
211	<p><u>Expenditure Posting and FTE Report.</u> Requires that all Department expenditures be posted on a website available to the public. Also requires a quarterly report on the number of FTEs in pay status by civil service classification.</p> <p>Background: This section was added in FY 2005-06 to all budget acts. No specific incident was cited.</p>
212	<p><u>Restricted Fund Balance Report.</u> Requires the Department to provide an annual report on restricted fund balances, projected revenues, and expenditures for the current and immediately preceding fiscal year.</p> <p>Background: This section was added in FY 2011-12.</p>
214	<p><u>Marginalized Community.</u> Prevents funds from being used to restrict or impede a marginalized community's access to government resources.</p> <p>Background: This section was added in FY 2023-24.</p>
215	<p><u>Deprived and Depressed Communities.</u> Requires department directors to take all reasonable steps necessary to ensure businesses in deprived and depressed communities compete for and perform state contracts.</p> <p>Background: A version of this section was first included in the FY 1992-93 budget.</p>
216	<p><u>Quarterly Reporting on FTEs & Remote Work.</u> Requires the Department to report to the legislature on the number of employees authorized and employed by line item. Also requires reporting on employee working remotely and cost savings achieved through remote work.</p>

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
	<p>Background: This section was first added for FY 2020-21. For FY 2021-22, the reporting date was changed from April 1 to March 1. For FY 2022-23 the reporting requirement was removed for remote work.</p>
219	<p><u>Record Retention.</u> Requires the Department to retain records of reports funded by appropriations. Electronic retention is acceptable, unless otherwise required by Federal and State guidelines.</p> <p>Background: First included for FY 2020-21.</p>
220	<p><u>Policy Changes.</u> Requires the Department to report to the legislature on prior year, departmental policy changes that are enacted in response to new public acts signed into law during that year.</p> <p>Background: First included for FY 2020-21.</p>
222	<p><u>Exhaust Work Project Balances.</u> Requires the Department to expend work project balances before appropriations when possible.</p> <p>Background: First included for FY 2020-21. Declared unenforceable for FY 2021-22 and again in FY 2023-24</p>
226	<p><u>In-Person Work.</u> Requires the department to prioritize in office work. Added in FY 2025-26.</p>
227	<p><u>Website Reporting.</u> Requires the department to make available on the website required reports. Added in FY 2025-26.</p>
228	<p><u>E-Verify.</u> Requires the department contractors and subcontractors use E-Verify to verify the eligibility for workers. Added in FY 2025-26.</p>
232	<p><u>Federal Policy Changes.</u> The department is required to provide annual reports on federal policy changes that affect the department. Added in FY 2025-26.</p>
234	<p><u>Legacy Costs.</u> The department is not allowed to spend more than a certain dollar amount on pension related legacy costs. Added in FY 2025-26.</p>
235	<p><u>Annual Strategic Plan.</u> Requires the Annual Strategic Plan be provided no later than April 1st. Added in FY 2025-26.</p>
236	<p><u>Court Settlements.</u> All court settlements that may require legislative review must be provided to the legislature. Added in FY 2025-26.</p>
237	<p><u>Private Funding.</u> Requires the department to disclose private and third-party funds received by the department. Added in FY 2025-26.</p>
239	<p><u>Public Purpose Transparency.</u> This section declares that for any public purpose grant program or public purpose project intended for a single recipient organization or local government, those grants or projects are for a public purpose and the department shall follow state procurement laws. Added in FY 2024-25, as Sec. 250, altered in FY 2025-26.</p>

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
DEPARTMENTAL SECTIONS	
301	<p><u>Fee Schedule/Toll Increases.</u> Authorizes the department to establish a fee schedule and collect fees sufficient to cover costs of the issuance of permits it is authorized by law to issue. Requires bridge authorities to hold three public hearings 30 days prior to changes in any toll.</p> <p>Background: Long-standing sections that provide statutory authority to set fees. Public hearing requirements apply to the International Bridge Authority and the Mackinac Bridge Authority. For FY 2019-20, a sentence was added to subsection (2) to have authorities make "reasonable accommodations" to allow online viewing and participation by the public. The Governor declared subsection (2) unenforceable in FY 2019-20.</p>
304	<p><u>Bid Documentation Confidentiality.</u> Provides that certain bid documentation (financial or proprietary) for highway projects shall be kept confidential.</p> <p>Background: A long-standing section that provides Freedom of Information Act (FOIA) exemption for financial and/or proprietary documentation included in contractor bids.</p>
306	<p><u>Charges to Transportation Funds.</u> Provides the requirements for contracts between the Department of Transportation and other state departments for services. Requires a report from each department that receives Department of transportation funding via an interdepartmental contract within two months after the publication of the Michigan comprehensive annual financial report. The reports are subject to audit.</p> <p>Background: Long-standing section modified from the FY 2015-16 version to remove the requirement that the auditor general prepare a biennial report of charges to transportation funds by state departments within nine months of the publication of the Michigan comprehensive annual financial report. For FY 2019-20, the Governor declared subsection (3) unenforceable. Subsection (3) proscribed how the auditor general should perform an audit of transportation programs. For FY 2021-22 subsection (3) was removed.</p>
307	<p><u>Five Year Plan.</u> Requires the department to provide the Legislature, State Budget Director, and fiscal agencies with the rolling 5-year plan listing by county all highway construction projects for the fiscal year and all expected projects for ensuing fiscal years. Report is due by March 1 of each year.</p> <p>Background: Long-standing reporting section.</p>
309	<p><u>Buy American Paint and Cement.</u> Requires the department to purchase yellow paint from the United States and encourages the department to buy American made cement.</p>
310	<p><u>Commission Agendas and Minutes.</u> Requires the department to provide copies of agendas and approved minutes of Transportation Commission meetings to the appropriation subcommittees, State Budget Office, and fiscal agencies.</p> <p>Background: Long-standing reporting section. Amended for FY 2020-21 to include audio recordings of meetings. FY 2022-23 changed reporting to remove the quarterly requirement.</p>
311	<p><u>Local Bridge Bundling.</u> Requires a report on the local bridge-bundling initiative included as supplemental funding for FY 2020-21.</p> <p>Background: First included for FY 2021-22.</p>
312	<p><u>Utilization of Facilities.</u> The department is required to add a report on the utilization of their facilities to find potential savings. Added in FY 2025-26.</p>
313	<p><u>State Infrastructure Bank.</u> Provides for program in accordance with federal regulations. Designates that money remaining in program at the end of the fiscal year shall be carried forward to the next fiscal year. Includes a reporting requirement.</p>

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
314	<p>Background: Amended for FY 2020-21 to require legislative approval to increase the program. Report removed in FY 2023-24.</p> <p><u>MI Contracting Opportunity.</u> The department is instructed to create a revolving fund from the loan repayments from the MI Contracting Opportunity loans.</p>
315	<p>Background: This was first added as a one-time item in FY 2023-24, the boilerplate section for the revolving fund was created in FY 2025-26.</p> <p><u>Moveable Bridge Fund.</u> The department is required to use the fund balance of the moveable bridge fund to fund the Federal requirement for local bridge inspection. Added in FY 2025-26.</p>
383	<p><u>Travel on State-Owned Aircraft.</u> Requires a report on use of department-owned aircraft. Requires the department to maintain a fee system charged to aircraft users to recover operating costs. Subsection (4) prohibits legislators and legislative staff without approval from the Senate majority leader and/or House speaker, and only when aircraft is already scheduled for state business. Requires the department to submit a report with MSP for the use of fixed wing aircraft.</p> <p>Background: First included in the FY 2004-05 appropriations bill and amended in FY 2014-15 and in FY 2015-16 to include the provision and report regarding a reciprocal agreement with the Michigan State Police on their use of fixed wing aircraft. Amended again for FY 2017-18 to remove the provision and report regarding the reciprocal agreement with MSP. Subsection (4) was removed for FY 2021-22.</p>
384	<p><u>Gordie Howe International Bridge.</u> Prohibits expenditures for construction planning or construction associated with the Gordie Howe Bridge/Detroit River International Crossing.</p> <p>Background: First included in the FY 2006-07 appropriations bill and amended several times. Previously referred to as the Detroit River International Crossing prior to FY 2018-19.</p>
385	<p><u>Gordie Howe International Bridge.</u> Requires the Department to report monthly on expenditures and reimbursements for the new crossing over the Detroit River.</p> <p>Background: Reporting requirement first included in the FY 2013-14 budget. Previously referred to as the Detroit River International Crossing prior to FY 2018-19. Amended for FY 2019-20 to require monthly reports on expenditures and Canadian reimbursements. Prior to FY 2019-20, the report was quarterly and required fund sourcing for reports. Amended for FY 2020-21 to include reporting on all eminent domain power used.</p>
389	<p><u>Long-term Contract Notification.</u> Requires the Department to notify SBO, and the legislature when it agrees to a long-term contract of at least 5 years and at least \$5.0 million.</p> <p>Background: First added for the FY 2018-19 fiscal year.</p>
394	<p><u>Preservation.</u> Requires the Department to make preservation their priority.</p>
395	<p><u>Road & Bridge Funding for Maintenance.</u> Allows the department to defer up to \$10.0 million of STF appropriated for road and bridge construction on highway maintenance instead. The use of this deferment is typically applicable when additional maintenance is required on trunkline roads in the fall, before winter maintenance is required.</p> <p>Background: First added for FY 2022-23.</p>
398	<p><u>Toward Zero Deaths.</u> Requires the department to maintain the Toward Zero Deaths statewide safety campaign, with an emphasis on cable guardrail installation when appropriate.</p> <p>Background: First included in the FY 2017-18 budget.</p>

Section Number	Description and History
399	<p><u>Minimum Spending on Capital Preventive Maintenance.</u> Requires the Department to prioritize spending on capital preventative maintenance of the trunkline.</p> <p>Background: First added for FY 2020-21. Amended for FY 2021-22 to instruct the department to "prioritize" capital preventative maintenance. The original language required 10% of federal aid on preventative maintenance. The language was amended for FY 2022-23 to require a minimum of \$100.0 million for this purpose. Declared unenforceable in FY 2023-24. Minimum language was removed in FY 2025-26.</p>
<u>MICHIGAN TRANSPORTATION FUND</u>	
501	<p><u>Motor Carrier Act.</u> Provides that money received under the Motor Carrier Act that is not appropriated to the Department of Labor and Economic Growth or Department of State Police, is deposited in the Michigan Transportation Fund.</p> <p>Background: Longstanding section referencing statutory language providing for the use of undesignated revenue under this Act. Without language, this revenue would revert to the General Fund.</p>
503	<p><u>Economic Development and Local Bridge Programs.</u> Provides that funds appropriated for Economic Development and Local Bridge Programs shall lapse to their respective funds; not the MTF. Provides that interest earned in the Economic Development Fund and Local Bridge Fund shall remain in the respective funds. Authorizes the Economic Development Fund and Local Bridge Fund to receive and expend federal, local, private and restricted funds. Prohibits the diversion of Transportation Economic Development Fund and Local Bridge Fund revenue to other projects.</p> <p>Background: Longstanding section. Provides statutory authority for unused state funds and disposition of these funds. Amended for FY 2021-22 to prevent reappropriation of local bridge funds. Amended again for FY 2022-23 to remove the prior year amendment.</p>
504	<p><u>Michigan Transportation Fund.</u> Provides for distribution of the Michigan Transportation Fund pursuant to statute.</p> <p>Background: Longstanding section. Statutory language necessary for distribution of transportation funds to certain State funds.</p>
<u>STATE TRUNKLINE FUND</u>	
604	<p><u>State Trunkline Fund Balance Carryover.</u> Requires any unencumbered and unexpended balance in the state trunkline fund to remain in the fund and carry forward for federal aid road and bridge programs for projects in the annual state transportation program.</p> <p>Background: First included in FY 2012-13 budget.</p>
<u>TRANSIT AND RAIL RELATED FUNDS</u>	
701	<p><u>Intercity Bus Equipment and Facility Fund.</u> Provides that lease payments, proceeds, and security deposits from the sale of intercity bus equipment shall be deposited in the Intercity Bus Equipment Fund.</p> <p>Background: Longstanding provision. Amended for FY 2016-17 to add the words "and Facility" to the name of the section and fund.</p>

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
702	<p><u>Rail Freight Fund.</u> Provides that repayments of loans for rail or water freight projects shall be deposited in the Rail Preservation Fund. Monies in the fund at the end of the fiscal year carry forward.</p> <p>Background: Longstanding section. Also known as the "Rail Preservation Fund". Name officially changed to "Rail Freight Fund" in the FY 2007-08 budget act.</p>
704	<p><u>Rail Operations and Infrastructure.</u> Requires the Department to report on expenditures for rail operations and infrastructure programs. Initial report due on October 30, 2016. Updates to the report due by February 1 of each year.</p> <p>Background: First included in the FY 2016-17 budget.</p>
705	<p><u>Rail Abandonment.</u> The department is required to report when rail lines are abandoned. Added in FY 2025-26.</p>
707	<p><u>Strategic Rail Plan.</u> Requires the Department to develop and report to the legislature on a rolling, 5-year, strategic rail plan.</p>
720	<p><u>Farebox</u> The transit agencies should strive to achieve a farebox recovery rate of not less than 6%. Added in FY 2025-26.</p>
721	<p><u>Maritime and Port.</u> This boilerplate is for the one-time maritime and port fund line item added in FY 2025-26, directing the funds to maritime and port facility assistance fund.</p>
723	<p><u>Non-Motorized Public Transportation/Trails.</u> The boilerplate section is for the one-time Non-Motorized Public Transportation/Trails line item added in FY 2025-26 and directs the funds to be used for non-motorized trails.</p>
724	<p><u>State Aeronautics Fund.</u> The boilerplate section is for the one-time State Aeronautics Fund line item added in FY 2025-26 and directs the funds to be deposited in the State Aeronautics Fund.</p>
735	<p><u>Street Railway Appropriation.</u> States that the appropriation to a street railway under PA 51 is \$0.</p> <p>Background: First included in the FY 2012-13 budget.</p>
753	<p><u>Railroad Heritage Preservation Program.</u> The boilerplate section is for the one-time Railroad Heritage Preservation Program line item added in FY 2025-26 and directs the funds to be used for funding organizations promoting railroads and railroad history.</p>
<u>AERONAUTICS FUND</u>	
801	<p><u>State Aeronautics Fund.</u> Provides that balances in the State Aeronautics Fund at the end of the fiscal year shall lapse to the State Aeronautics Fund.</p> <p>Background: Longstanding section requiring that restricted revenues lapse to the State Aeronautics Fund and not the General Fund.</p>
802	<p><u>Aviation Services.</u> The department shall retain and maintain air service between Marquette and Lansing.</p>
<u>CAPITAL OUTLAY</u>	
901	<p><u>Airport Capital Outlay Restrictions.</u> Requires that contracts for airports and landing strips awarded by the Department on behalf of local governments not exceed the amounts specified in Part 1. Local governments must provide at least 5% of the cost of any project. Authorizes the Michigan Aeronautics Commission to take necessary steps to match federal aid.</p>

**DEPARTMENT OF TRANSPORTATION
PART 2: BOILERPLATE DETAIL
P.A. 22 of 2025**

Section Number	Description and History
---------------------------	--------------------------------

Background: First included in the FY 2008-09 budget.

903	<u>Capital Outlay Lapsed Funds.</u> Requires the appropriations for capital outlay to carry forward at the end of the year.
-----	--

Background: First included in the FY 2008-09 budget.

ONE-TIME

1005	<u>Road User Charge Study and Pilot Program.</u> One-time Restricted funds for a road user charge pilot program to study the possibility of switching away from a gas tax.
------	---