

FY 2015-16: DEPARTMENT OF TRANSPORTATION
Summary: As Reported by House Subcommittee
House Bill 4098 (H-1)



Analyst: William E. Hamilton

	FY 2014-15 YTD as of 3/12/15	FY 2015-16 Executive	FY 2015-16 House	FY 2015-16 Senate	FY 2015-16 Enacted	Difference: House From FY 2014-15 YTD	
						Amount	%
IDG/IDT	\$3,786,900	\$3,928,500	\$3,928,500			\$141,600	3.7
Federal	1,223,599,500	1,257,488,000	1,257,488,000			33,888,500	2.8
Local	50,177,100	50,293,500	50,293,500			116,400	0.2
Private	7,866,000	100,000	100,000			(7,766,000)	(98.7)
Restricted	2,154,985,200	2,184,391,400	2,184,391,400			29,406,200	1.4
GF/GP	284,647,900	139,521,100	139,521,100			(145,126,800)	(51.0)
Gross	\$3,725,062,600	\$3,635,722,500	\$3,635,722,500			(\$89,340,100)	(2.4)
FTEs	2,918.3	2,918.3	2,918.3			0.0	0.0

Notes: (1) FY 2014-15 year-to-date figures include mid-year budget adjustments through March 24, 2015 including Executive Order 2015-5 and House Bill 4112. (2) Appropriation figures for all years include all proposed appropriation amounts, including amounts designated as "one-time."

Overview

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. Most of the state-restricted revenue in this budget is constitutionally restricted – from motor fuel taxes and vehicle registration taxes – and is first credited to the Michigan Transportation Fund (MTF) and then distributed in accordance with 1951 PA 51 (Act 51) to other state transportation funds and programs, including the State Trunkline Fund (STF) and the Comprehensive Transportation Fund (CTF), and to local road agencies. Revenue related to taxes on aviation fuel and aircraft registrations is credited to the State Aeronautics Fund (SAF) for aeronautics programs.

House Bill 4098 (H-1), Draft 1 concurs with the Executive with respect to Part 1 line item appropriations. The House restores most current year boilerplate sections.

		FY 2014-15 Year-to-Date (as of 3/12/15)	FY 2015-16 House Change
Major Budget Changes From FY 2014-15 YTD Appropriations			
1. Debt Service	Gross	\$242,318,300	(\$3,457,500)
Reflects anticipated debt service schedules. <u>House</u> concurs with <u>Executive</u> .	Federal	45,726,400	40,500
	Restricted	196,591,900	(3,498,000)
2. Support Services by Other State Departments	Gross	\$46,932,800	(\$414,800)
Interdepartmental grants (IDGs) authorize the reimbursement of other state departments from restricted transportation funds for services provided to those transportation funds. <u>House</u> concurs with <u>Executive</u> budget which includes \$20.0 million MTF for Department of State vehicle registration tax collection program, and \$2.7 million MTF for Department of Treasury motor fuel tax collection program – both the same as current year funding. Budget reflects a reduction of \$414,800 to reflect agency cost allocation adjustments.	Restricted	46,932,800	(414,800)
3. Finance, Contracts, and Support Services	FTEs	185.0	0.0
Reflects \$150,000 increase in IDG support to better reflect actual cost of accounting service center. <u>House</u> concurs with <u>Executive</u> .	Gross	\$21,311,000	\$150,000
	IDG	3,786,900	150,000
	Restricted	17,524,100	0
4. Transportation Planning	FTEs	141.0	0.0
Restores \$80,000 related to the Governor's veto in the current year budget of a boilerplate appropriation. <u>House</u> concurs with <u>Executive</u> .	Gross	\$38,191,800	\$80,000
	Federal	19,936,000	64,000
	Restricted	18,255,800	16,000

Major Budget Changes From FY 2014-15 YTD Appropriations		FY 2014-15 Year-to-Date (as of 3/12/15)	FY 2015-16 House Change
5. Design and Engineering Services			
Recognizes transfer of 4.0 FTE positions from State Trunkline Maintenance (FTE position changes net to zero across the department). Increased funding associated with the 4.0 FTEs of \$462,400 is offset by \$834,800 reduction associated with position transfers made in development of the current year budget. <u>House</u> concurs with <u>Executive</u> .		FTEs 1,586.3	4.0
		Gross \$160,088,600	(\$372,400)
		Federal 23,529,800	0
		Restricted 136,558,800	(372,400)
6. State Trunkline Maintenance			
Recognizes transfer of 4.0 FTE positions to Design and Engineering Services (FTE position changes net to zero across the department). Reduction associated with the 4.0 FTE transfer (\$462,400) is offset by \$834,800 increase associated with position transfers made in development of the current year budget. Budget includes additional \$10.0 million support for state trunkline maintenance program to reflect increased prices of maintenance materials, slope restoration/erosion control needed on urban freeways, and cost of ongoing problem of copper theft from electrical fixtures. <u>House</u> concurs with <u>Executive</u> .		FTEs 747.7	(4.0)
		Gross \$310,440,500	\$10,372,400
		Restricted 310,440,500	10,372,400
7. State Trunkline Road and Bridge Construction			
<u>Executive</u> recommends \$839.7 million for FY 2015-16 capital road and bridge construction/preservation program. This reflects a \$14.1 million decrease in restricted Blue Water Bridge Fund support, (appropriated Blue Water Bridge Fund revenue in FYs 2013-14 and 2014-15 was unusually high to support the Blue Water Bridge Plaza project). Reduced Blue Water Bridge Fund support is offset by a net increase of \$28.8 million in available STF revenue.		Gross \$824,646,200	\$15,017,200
		Federal 742,277,800	0
		Local 30,000,000	0
		Restricted 52,368,400	15,017,200
[Budget also includes a separate one-time appropriation of \$113.0 million GF/GP to match federal aid for state trunkline road and bridge construction – See item #19 below.]			
Executive budget does not assume any increases in transportation revenue from changes to tax rates or tax bases, or changes to current statutory distribution programs.			
<u>House</u> concurs with <u>Executive</u> .			
8. Local Bridge Program			
Reflects Act 51 earmarks to this program, including dedication of one-half cent of revenue raised by the motor fuel tax on gasoline. <u>House</u> concurs with <u>Executive</u> .		Gross \$26,477,400	\$351,200
		Restricted 26,477,400	351,200
9. MTF to Local Road Agencies			
MTF distribution to local road agencies, \$615,734,000 to county road commissions, and \$343,299,300 to cities/villages reflects estimated MTF revenue and Act 51 statutory distribution. <u>House</u> concurs with <u>Executive</u> .		Gross \$930,801,500	\$28,231,800
		Restricted 930,801,500	28,231,800
10. Transportation Economic Development Fund (TEDF)			
Reflects redirection of \$12.0 million to the STF, noted above, offset in part by \$1.3 million increase in TEDF revenue. The TEDF reduction would be made from the Targeted Industries category. <u>House</u> concurs with <u>Executive</u> .		Gross \$41,515,800	(\$10,745,300)
		Restricted 41,515,800	(10,745,300)
11. Aeronautics Services			
Budget reduces support for Office of Aeronautics to better reflect estimated SAF revenue. Budget would eliminate <i>Air service</i> grant program, funded in the current year at \$289,300. <u>House</u> concurs with <u>Executive</u> .		FTEs 54.0	0.0
		Gross \$7,720,300	(\$663,300)
		Restricted 7,720,300	(663,300)
12. Bus Transit - Local Bus Operating Assistance			
Maintains CTF support for local bus operating assistance at current year funding levels. <u>House</u> concurs with <u>Executive</u> .		Gross \$167,400,000	\$0
		Restricted 167,400,000	0
13. Bus Transit - Non-Urban Operating/Capital			
Recognizes federal non-urban transit grants; reflects MAP-21 funding levels. <u>House</u> concurs with <u>Executive</u> .		Gross \$25,187,900	\$840,000
		Federal 23,187,900	840,000
		Local 2,000,000	0

Major Budget Changes From FY 2014-15 YTD Appropriations		FY 2014-15 Year-to-Date (as of 3/12/15)	FY 2015-16 House Change	
14. Rail Operations and Infrastructure		Gross	\$57,022,400	\$46,068,000
Line item supports rail freight economic development programs, as well as rail passenger service, including capital and operating assistance for the <i>Wolverine</i> (Detroit-Chicago) high speed rail corridor. <u>Executive</u> budget recognizes \$50.0 million in anticipated additional Federal Railroad Administration grant for capital improvement along the Detroit-Chicago Accelerated Rail Corridor. Budget reduces baseline CTF support to balance to anticipated CTF revenue.	Federal	10,100,000	50,000,000	
	Local	100,000	0	
	Private	100,000	0	
	Restricted	46,722,400	(3,932,000)	
[Budget includes a separate one-time appropriation of \$25.0 million GF/GP for transit capital and rail infrastructure. (See Item #20, below).]				
<u>House</u> concurs with <u>Executive</u> .				
15. Bus Capital/Transit Capital		Gross	\$32,145,300	(\$984,500)
Reflects anticipated federal pass-through grants to transit grants to local transit agencies and related state and federal matching funds. Budget reduces baseline CTF support to balance to anticipated CTF revenue.	Federal	5,000,000	300,000	
	Local	1,250,000	0	
	Restricted	25,895,300	(1,284,500)	
Current year spending authority for this line was increased by \$25.5 million to recognize \$17.8 million in federal grants associated with the M-1 Rail project in Detroit, and \$7.7 million in associated private funds. This request was included in supplemental appropriation bill, House Bill 4112, as passed by the House on February 18, 2015. This increase is included in the current YTD table at the top of page 1, but is not shown in the current YTD total for this line item in the column to the right.				
[The proposed FY 2015-16 budget also includes a separate one-time appropriation of \$25.0 million GF/GP for transit capital and rail infrastructure. (See Item #20, below).]				
<u>House</u> concurs with <u>Executive</u> .				
16. Service Initiatives		Gross	\$4,197,300	(\$1,847,500)
<u>Executive</u> budget reduces baseline CTF support to balance to anticipated CTF revenue. <u>House</u> concurs with <u>Executive</u> .	Federal	1,150,000	0	
	Local	200,000	0	
	Restricted	2,847,300	(1,847,500)	
17. Transportation to Work		Gross	\$4,700,000	(\$800,000)
Executive budget reduces baseline CTF support to balance to anticipated CTF revenue. <u>House</u> concurs with <u>Executive</u> .	Restricted	4,700,000	(800,000)	
18. Airport Improvement Program		Gross	\$91,978,000	\$1,065,200
Executive budget reflects anticipated federal funding, related local matching funds, and available state restricted SAF revenue for the federal Airport Improvement Program.	Federal	78,578,000	422,000	
	Local	12,392,100	116,400	
	Restricted	1,007,900	526,800	
[Budget includes a separate one-time appropriation of \$1.5 million GF/GP for airport capital program. (See Item #21 below).]				
<u>House</u> concurs with <u>Executive</u> .				
19. State Trunkline Road and Bridge Construction (One-time)		Gross	\$127,000,000	(\$14,000,000)
Executive budget includes \$113.0 million in GF/GP funding to ensure that the state match all available federal-aid highway funds. Governor would eliminate one-time GF/GP funding in FY 2016-17. <u>House</u> concurs with <u>Executive</u> .	GF/GP	\$127,000,000	(\$14,000,000)	
20. Transit Capital and Rail Infrastructure (One-time)		Gross	\$10,000,000	\$15,000,000
Executive budget would provide \$25.0 million one-time GF/GP support to match federal transit and rail infrastructure grants. Governor would eliminate one-time GF/GP funding in FY 2016-17. <u>House</u> concurs with <u>Executive</u> .	GF/GP	\$10,000,000	\$15,000,000	

Major Budget Changes From FY 2014-15 YTD Appropriations		FY 2014-15 Year-to-Date (as of 3/12/15)	FY 2015-16 House Change
21. Airport Safety, Safety, and Improvement Program (One-time)	Gross	\$2,047,900	(\$526,800)
Executive budget would provide \$1.5 million one-time GF/GP support to match federal Airport Improvement Program funds. Governor would eliminate one-time GF/GP funding in FY 2016-17. <u>House</u> concurs with <u>Executive</u> .		GF/GP \$2,047,900	(\$526,800)
22. State and Local Road and Bridge Programs (One-time)	Gross	\$144,500,000	(\$144,500,000)
Budget would eliminate current GF/GP line item that provided funding to the STF and to local road agencies according to the Act 51 distribution formula. <u>House</u> concurs with <u>Executive</u> .		GF/GP \$144,500,000	(\$144,500,000)
23. Regional Transit Authority (One-time)	Gross	\$1,100,000	(\$1,100,000)
Budget would eliminate current GF/GP line item that provided start-up funding for the Southeast Michigan Regional Transit Authority. <u>House</u> concurs with <u>Executive</u> .		GF/GP \$1,100,000	(\$1,100,000)
24. Economics	Gross	N/A	(\$1,548,700)
Reflects net cost reduction of \$1.5 million Gross (\$0 GF/GP) for negotiated salary and wage amounts (2.0% base increase), insurance rate increases, reductions in actuarially-determined retirement rates, and other economic adjustments.		IDG	(8,400)
		Restricted	(1,540,300)

Major Boilerplate Changes From FY 2014-15

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.

Sec. 202. Management and Budget Act – RETAINED

Appropriations are subject to the Management and Budget Act.

Sec. 203. Abbreviations – MODIFIED

Defines abbreviations.

Sec. 206. Contingency Appropriations – RETAINED

Provides for contingent federal, state, local, and private appropriations per DMB Act.

Sec. 207. Transparency – RETAINED

Directs department to maintain on a searchable website expenditures made during the fiscal year; number of employees and job classification.

Sec. 208. Internet Reporting – RETAINED

Requires department to use the Internet to fulfill reporting requirements.

Sec. 209. Purchase of Foreign Goods – RETAINED

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

Sec. 210. Deprived/Depressed Communities – RETAINED

Requires department director to take all reasonable steps to ensure that business in deprived/depressed communities compete for and perform contracts for services/supplies.

Sec. 212. Receive/Retain Reports – RETAINED

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

Sec. 215. Communication with the Legislature – RETAINED

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

Sec. 228. General Fund Lapse Report – RETAINED

Requires State Budget Office to report on estimated GF/GP lapses by November 30.

Sec. 229. Restricted Fund Report – REVISED

Report on restricted fund balances; updated to reflect fiscal years.

Major Boilerplate Changes From FY 2014-15

Sec. 233. Report on Department Administration/Planning for Local Units of Government – RETAINED

Provides for report on costs associated with department work for local units of government.

Sec. 235. Performance Measurable “Scorecard” – RETAINED

Report on key metrics used to monitor and improve agency performance.

Sec. 260. Out-of-State Travel Report – RETAINED

Deletes criteria for out-of-state travel; modifies reporting requirement.

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.

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

Report on specific policy changes adopted to implement new public acts; prohibited department from adopting administrative rules that have a disproportionate impact on small business.

Sec. 270. Remanufactured Parts – RETAINED

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

Sec. 271. Estimate of Legacy Costs – MODIFIED

Describes estimated agency pension and retiree health care (legacy) costs; modified to reflect current estimates.

Sec. 301. Permit Fees/Bridge Tolls – RETAINED

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

Sec. 303. Legislative Report – RETAINED

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

Sec. 304. Confidentiality of Bid Documents – RETAINED

Provides for confidentiality of highway project bid documents.

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

Authorizes rental of department-owned public transportation properties at competitive market rates; requires that revenue from tenants be placed in an account for to maintain/improve property.

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.

Sec. 307. Rolling Five-Year Plan – RETAINED

Requires Five-Year Plan report to legislature by March 1st.

Sec. 308. Contract Compliance – RETAINED

Current year language requires department and local road agencies to pursue compliance with contract specifications for construction and maintenance and provides for sanctions for unsatisfactory contractors; also provides for a reporting requirement on the department's prequalification process and unsatisfactory contractor performance rating.

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

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. 311. Feasibility Study – Bear River Petoskey – DELETED

Does not include a boilerplate earmark that was vetoed by the Governor in current year budget.

Sec. 312. Workgroup on Transportation Coordination between Departments – DELETED

This section had required the department and the departments of Community Health, Human Services, Corrections, Treasury/Michigan Strategic Fund, along with one member of both the House and Senate to form a work group to study consolidation of transportation services. The one-time report, due March 1, 2015, is currently on the department website.

Sec. 313. State Infrastructure Bank – RETAINED

Allows department to increase and make loans from the State Infrastructure Bank; retains reporting requirement.

Sec. 315. Priority Roads Project Report – NEW

Requires a report, due November 1, 2015, on projects funded in full or in part through the priority roads investment program.

Sec. 319. Rest Area Maintenance – RETAINED

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

Sec. 353. Prompt Payment – RETAINED

Directs department to review contractor payment process; references Special Provision 109.10.

Major Boilerplate Changes From FY 2014-15

Sec. 357. Local Federal Aid Project Review – RETAINED

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

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

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

Sec. 381. E-Verify for Legal Status of Contractor/Subcontractor New Employees – RETAINED

Requires the department to use the E-Verify system to verify legal status of contractor and subcontractor new hires. Provides reporting requirement.

Sec. 382. Finalize Local Agency Cost Sharing Agreements – RETAINED

Requires the department to submit final bill to the local agency within two years of final payment to construction contractor. In his signing letter dated June 13, 2013, the Governor indicates that this boilerplate section "is considered enforceable to the extent that it does not alter or amend Act 51 of 1951 requiring local cost sharing."

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

Requires quarterly report on use of MDOT-owned aircraft; recovery of department costs. No change from current year other than date reference.

Sec. 384. Detroit River International Crossing (DRIC) – RETAINED

Restricts the department's ability to obligate the state to expend state transportation revenue on the project, referenced by the Executive as the *New International Trade Crossing* (NITC). The current year budget states that "an expenditure for staff resources used in connection with project activities, which expenditure is subject to full and prompt reimbursement from Canada, shall not be considered an expenditure of state transportation resources."

Sec. 385 Detroit River International Crossing (DRIC) – RETAINED

Provides reporting requirements.

Sec. 393. Best Practices for Public Transportation – RETAINED

Directs the department to promote best practices in public transportation, including transit vehicle rehabilitation to reduce life-cycle cost; adds a new reporting requirement by March 1, 2015 and references similar requirement made in FY 2011-12.

Sec. 394. Priority of Preservation – RETAINED

Directs the department and local road agencies to make preservation of the existing infrastructure a funding priority.

Sec. 401. Federal Aid Distribution Report – RETAINED

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

Sec. 402. Sale of Local Federal Aid – RETAINED

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

Sec. 501. Motor Carrier Act – RETAINED

Describes distribution of revenue received under the Motor Carrier Act (1933 PA 254).

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.

Sec. 504. MTF Distribution – RETAINED

Requires use of MTF revenue in accordance with Act 51 requirements.

Sec. 601. Road Construction Warranties – MODIFIED

Directs the department to work with the road construction and engineering consulting community on warranty program; identifies warranty considerations; provides a general reporting requirement as well as a report specific to the Auditor General's report on monitoring of warranties.

Sec. 603. Traffic Congestion – RETAINED

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

Sec. 604. State Trunkline Fund Carryforward – RETAINED

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

Sec. 605. Outcomes and Performance Measures for Maintenance – NEW

Executive budget included section which requires the department to identify outcomes and performance measures for increased part 1 funding for state trunkline maintenance. [The budget includes a \$10.0 million increase in baseline funding.] House concurs with Executive.

Major Boilerplate Changes From FY 2014-15

Sec. 610. *Dead Deer* – RETAINED

Legislative intent language regarding cleanup of dead deer and other large animal remains.

Sec. 612. *Incentive/Disincentive* – RETAINED

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* – RETAINED

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

Sec. 701. *Intercity Bus Equipment and Facility Fund* – RETAINED

Provides for separate accounting and carryforward authority for this fund.

Sec. 702. *Rail Preservation Fund* – RETAINED

Provides for accounting and carryforward authority; reference to State Transportation Preservation Act of 1976.

Sec. 703. *Rail Abandonment Notice* – RETAINED

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.

Sec. 711. *Rail Passenger Service (AMTRAK)* – RETAINED

Provides for reporting requirement. No change from current year other than date reference.

Sec. 712. *Rail Passenger Feasibility Study* – DELETED

Current year language directed the department to study feasibility of rail passenger service between Holland and Detroit, by way of Grand Rapids and Lansing; provides for report due date of May 1, 2015. This appears to be a one-time report.

Sec. 713. *Commuter Rail Report* – NEW

Directs the department to report on status of commuter rail demonstration projects on or before November 1, 2015, including on the disposition of rail cars leased by the department.

Sec. 735. *Street Railway Appropriation* – RETAINED

Provides for \$0 appropriation to a street railway pursuant to section 10e(22) of 1951 PA 51. No change from current year other than date reference.

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

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

Sec. 741. *Transit Buses - Safety Standard Report* – DELETED

Current Year budget directs the department to study need, feasibility, and costs of increasing safety standard of transit buses; rollover test standard; provides for report due date of December 1, 2014. This is a one-time report and is currently on the department's website.

Sec. 801. *State Aeronautics Fund* – RETAINED

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

Sec. 901. *Aeronautics Capital Program* – RETAINED

Permits department to contract for Airport Improvement Program projects on behalf of local airport owners; provides for local match requirements; requires local agencies to obtain authorization before submitting projects to federal agencies.

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

Reporting requirement.

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

Provides for carry forward authority in accordance with the Management and Budget Act.

Sec. 1001. *Matching Federal-Aid Highway Funds* – MODIFIED

Indicates that the one-time GF/GP appropriation for state trunkline road and bridge construction shall be used to ensure that the state is able to match all available federal-aid highway funds.

Sec. 1002. *State and Local Road and Bridge Programs* – DELETED

Does not include language directing use of one-time GF/GP appropriation in the current year. [The proposed FY 2015-16 budget does not include this one-time line item.]

Sec. 1003. *Bus Capital/Rail Infrastructure* – RETAINED

Retains reporting requirement on use of one-time GF/GP appropriation for transit capital and rail infrastructure.

Major Boilerplate Changes From FY 2014-15

Sec. 1004. Rail Grade Crossing Pilot Project – DELETED

Does not include language directing use of one-time GF/GP appropriation (vetoed in the current year). [The FY 2015-16 proposed budget does not include this one-time line item.]

Sec. 1005. Regional Transit Authority – DELETED

Current year budget includes section description of \$1.1 million appropriation to the RTA. [The proposed FY 2015-16 budget does not include this one-time line item.]

Sec. 1006. Detroit/Windsor Rail Tunnel – DELETED

Current year boilerplate included appropriation of \$10.0 million to the department to help facilitate the construction of a new rail tunnel under the Detroit River between Detroit and Windsor Ontario.